



NEWS SUMMARY

GENERAL

Thatcher's pledge to Olympic athletes

The Government will not use "oppressive methods" to stop British athletes going to Moscow for the Olympic Games, Mrs. Thatcher told a delegation from the Central Council for Physical Recreation yesterday.

It would not withdraw passports or refuse visas to competitors but would adopt what the Prime Minister described as a "step by step approach" in a bid to get the Games transferred. Council members, however, said they thought the idea was impractical. Parliament, Page 10

Embassy burned

Angry crowds attacked and burned down the French embassy in Tripoli but staff escaped unhurt. French Foreign Ministry protested strongly to the Libyan Government. Page 3

Sakharov warned

Dissident Soviet physicist Andrei Sakharov, banished last month to Gorky, said he has been threatened with further moves against him if he continues issuing statements for publication abroad. Page 3

Carter ahead

National support for President Carter's foreign policies has intensified, according to two major U.S. public opinion polls. He is now favourite to win re-election for a second term. Page 6

Lebanese talks

Lebanese leaders held urgent talks on the impact of a planned withdrawal of Syrian peace-keeping forces from Beirut which could pose a serious threat to security. Page 4

Apartheid 'stays'

South Africa's new opposition leader Frederik van Zyl Slabbert claimed the Government is unwilling and unable systematically to dismantle apartheid and racial discrimination. Page 3

Reformer dies

Baroness Summerskill, a vigorous advocate of social reforms throughout a parliamentary career that spanned more than 40 years, died yesterday. She was 73. Obituary, Page 10

Phone taps

Customs and Excise can apply to the Home Secretary for a warrant to tap a suspect's phone when investigating major fraud cases, the Prime Minister told the Commons. Parliament, Page 10

Yorkshire crash

Pilot of a light aircraft was injured when he crashed landed on the busy A658 Bradford to Harrogate road, Yorkshire. Police immediately sealed off the area as hundreds of gallons of aviation fuel spilled, causing a fire hazard.

Sentence cut

AA patrolman David Owen, 25, jailed for life last May for the rape and robbery of a girl driver whose car had broken down, had his sentence cut to seven years by the Court of Appeal.

Briefly...

Death toll in the New Mexico State Prison riot was 35, all inmates.

Prices Minister Sally Oppenheim was at her husband's bedside in a London hospital following his severe brain haemorrhage on Saturday.

CHIEF PRICE CHANGES YESTERDAY

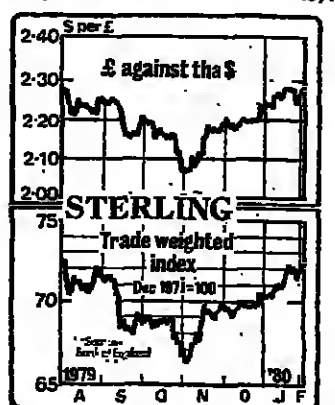
(Prices in pence unless otherwise indicated)

RISERS:		FALLS:	
BHTon (Percy)	333 + 8	Exchequer 3pc 1984	£881 - 1
Dumbe-Combes		Treasury 15pc '86	£110 - 1
Marx	23 + 34	Bowling (C. T.)	138 - 4
Jermyn Ins.	68 + 8	British Cargo Air.	35 - 21
Matthews (Bernard)	306 + 15	Burton Group	104 - 4
May and Hassell	80 + 8	Clive Diaper	72 - 6
MNis and Allen	270 + 10	Comet Radio	90 - 4
Needlers	42 + 4	Coral Leisure	67 - 5
Newmark (Louis)	280 + 10	Hambros	323 - 15
Rohan Group	75 + 12	Hillocks	151 - 9
Sothebys	508 + 12	House of Fraser	138 - 7
LASMO	438 + 26	Ladbroke	154 - 5
Siebens (UK)	678 + 22	Lucas Inds.	250 - 5
Cons. Gold Australia	365 + 15	Midland Bank	370 - 6
East Daggfontein	81 + 19	Wedgwood	65 - 3
Gold Mt. Kalgoorlie	223 + 15	Malakoff	96 - 8
Other Exploration	83 + 5	Bougainville	187 - 9
Pacific Copper	158 + 14	Central Pacific Mins.	£20 - 1
Thames Holdings	415 + 15	Oakbridge	212 - 23
		RTZ	398 - 10
		Western Mining	228 - 9

BUSINESS

Sterling firm; Equities off 2.1

STERLING closed at \$2.2855, a rise of 1.15 cents. Its trade weighted index was 72.3 (72.0).



DOLLAR last ground to close at DM 1.7415 (DM 1.7438). Its index was unchanged at 85.2.

GOLD fell in London to close \$10.5 down at \$667.

GILTS weakened further, the Government Securities index closing 0.64 down at 65.81.

EQUITIES closed 2.1 down at 445.7, leading shares holding up well despite the bleak industrial background.

WALL STREET was down 2.47 at 879.81 just before the close.

STOCK Exchange turnover in January was £21.6bn, near the record £22.4bn of September, 1977. Page 29

PAUL VOLCKER, chairman of the U.S. Federal Reserve Board, warned that the number of banks threatening to leave the Fed system was nearing "flood proportions." Back Page

BRITAIN faces stiff opposition from other EEC countries to its demand for cuts on cheap U.S. synthetic fibres. Page 3

PAKISTAN is seeking \$1bn (£444.8m) in economic aid from the West and the Moslem world. Page 4

INTERNATIONAL Synthetic Rubber is to reopen a styrene-butadiene plant—closed three weeks ago as a protest against raw material prices—after a new agreement with Esso Chemical. Back Page

BRITISH Overseas Trade Board efforts to make shop workers more aware of the value of exports have met with little success. Page 6

BASF, the West German chemicals concern, has acquired Fritzsche, Dodge and Olcott, a New York company specialising in scents and flavour additives. Page 25

TRIDENT Television told employees that they should resign immediately if they joined a group applying for the Trident franchise. Page 10

COMPANIES

LORRH announced pre-tax profits for the year to September down by £9.64m to £84m. Page 23 and Lex, Back Page

ALLIED Chemical, the seventh largest U.S. chemical company, more than doubled fourth-quarter earnings to \$67.4m (£29.5m) from \$29.6m (£12.9m). Page 25

COMMERCIAL Banking of Sydney, increased earnings by 44 per cent from \$A11.5m (£5.63m) to \$A16.5m (£8.08m) in the half-year to December. Page 27

VIEROPLANT, the North Yorkshire plant hire company, reports first-half pre-tax profits up from £1.5m to £2.1m. Page 24

Wiggins Teape in joint project for newsprint mill

BY WILLIAM HALL AND RAY PERMAN

Wiggins Teape and Consolidated-Bathurst are preparing detailed plans for a £100m newsprint mill at Fort William in Scotland. The project marks a major reversal of the declining trend in UK newsprint production.

It is a significant development for European producers, which are being urged to replace old-fashioned sulphite pulp mills with modern integrated newsprint capacity to compete with the North American producers.

Wiggins Teape, part of BAT Industries, and Consolidated-Bathurst, one of Canada's leading paper producers, announced yesterday that they had agreed to complete the final stage of their studies with the aim of forming a joint venture to produce newsprint at Fort William.

If the final studies are successful construction of the mill will start in July, with completion fixed for early 1983.

The news is a welcome reprieve for the 450 workers at the threatened Fort William pulp mill. Wiggins Teape started producing chemical pulp at Fort William in 1966, but has been losing money heavily in recent years.

The pulp mill was due for closure unless an alternative process could be developed.

A firm of consultants, Jaakko Poyry, recommended last year that the best way to maintain employment at the pulp mill would be to set up a newsprint plant.

Both the big UK producers, Reed and Bowater, were approached by Wiggins Teape, but both felt that the project was not economically viable.

Mr. Bill Turner, president of Consolidated-Bathurst, said that after nearly a year of investigation they had been convinced that a newsprint venture at Fort William would be internationally competitive.

"There are still a lot of details to be worked out before we can say definitely that it will go ahead. All I can say now is that we are hopeful."

Among the details still to be tied up are costs of energy and timber, and the scale of Government assistance. It is intended that Consolidated-Bathurst should be the majority partner.

The newsprint will be produced by a single machine at an annual rate of 156,000 tons. This is considerably larger than existing UK newsprint machines.

The resultant economies of scale are one of the main reasons why the project should be feasible, according to Mr. Patrick Best, chairman of the Wiggins Teape Group.

Mr. Best added that the new mill would have an advantage

over other UK newsprint mills in being able to produce its output solely from home-grown timber.

Much of its output would be aimed at the lightweight end of the market used by web-set printers. Consolidated-Bathurst estimates that UK mills at present can produce only 17 per cent of the 230,000 tons a year used by web-set processes.

The new mechanised pulp mill and newsprint plant would employ between 300 and 400 people, compared with 450 at present employed at the chemical mill. Mr. Alex Fletcher, the Scottish Industry Minister, welcomed the announcement yesterday and said that he was ready to discuss the extent and nature of Government assistance.

Fort William has recently been given the status of a development area, but the proportion of building costs normally paid by Government is to be reduced from 20 to 15 per cent from August 1.

This is understood to be one reason why Wiggins Teape and Consolidated-Bathurst are in a hurry to start construction.

News Analysis, Page 5

BNOC undecided on size of new price increase

BY RAY DAFTER, ENERGY EDITOR

BRITISH National Oil Corporation has told its customers that North Sea prices will be raised from the beginning of this month. And yesterday Indonesia announced a \$2 a barrel increase in its oil.

Pertamina, Indonesia's state corporation, has set the price of its benchmark Minas Sumatran light crude at \$29.50 a barrel, between the levels fixed by the leading pricing moderate Saudi Arabia (\$26.00 for its reference crude) and one of the leading hawks, Iran (\$31 a barrel).

BNOC, the UK state oil corporation, has still to decide the new level of North Sea prices, which normally relate to the cost of crude oil from Nigeria, Algeria and Libya. Following a spate of pricing revisions this weekend high-grade African oil is being sold at record levels, up to \$37.21 a barrel in the case of Algeria (including a \$3 a barrel refund on exploration surcharge) and

\$34.21 for top grade Nigerian crude, Libya, which is already charging up to \$34.72, may impose a further increase.

This leaves UK oil underpriced at \$29.75 a barrel for Forties-type reference crude. But both the Government and BNOC are in a quandary about both the size of any increase, and the manner in which it should be implemented.

Mr. David Howell, Energy Secretary, said that Britain should follow the pricing trend, with North Sea producers acting as a moderating force. But under state participation agreements, BNOC is committed to buy and sell oil at the market rate.

It is understood three options have been considered:

- BNOC could leave the price at \$29.75 and wait for a customer — probably an independent oil company — to protest. This would lead to an independent export being called in to fix North Sea prices.
- It could go ahead and settle for an increase of, say, \$4 a barrel, keeping North Sea prices in line with those of Nigeria.
- It could nominate a lower increase — say \$2 a barrel — and impose a further adjustable surcharge. In this way prices could be adjusted in step with international trends.

It is felt in the industry that exporters will find it difficult to sustain some of the very high prices now being charged. It is pointed out that the increases run counter to the trend in the spot market, where rates have fallen from \$39-\$40 a barrel just before Christmas to nearer \$30-\$35 a barrel.

Dr. Ulf Lantke, director of the International Energy Agency, said yesterday the international oil market was unlikely to bear the latest price increases.

Oil consultant hits at North Sea chase, Page 8

Hadfields to withhold PAYE

BY OUR INDUSTRIAL AND LABOUR STAFF

A LEADING private steel company decided yesterday to take action in protest against secondary strike action.

Mr. Derek Norton, managing director of Hadfields of Sheffield, one of the companies hardest hit by the steelworkers' moves against the private sector of the industry, will withhold £2m-a-month due to the Government from the company in income tax, national insurance contributions, and value added tax.

"All these payments will be stopped," Mr. Derek Norton said of the unanimous decision of himself and his nine fellow directors. "It just so happens that the sum equates to the

loss which we consider we shall suffer while the strike continues."

The Department of Inland Revenue said last night: "People have a statutory obligation to pay. And we have a statutory obligation to collect. Anyone who is not in a position to pay will no doubt be discussing it with his collector of taxes."

"PAYE which is deducted from employees' wages does not belong to the company that collects it."

Mr. Norton said last night the company realised that ultimately it would have to pay the money owed to the Government. "But our number one problem at the moment is cash flow."

With the steel strike nearing the end of its fifth week exploratory talks between leaders of the Iron and Steel Trades Confederation and the British Steel Corporation may resume today.

So far the talks, promoted by Mr. Len Murray, TUC general secretary, have not suggested that the two sides are getting much nearer the point when negotiations can resume.

The decision of the ISTC executive to reimpose the sympathetic strike in the private sector immediately after it was

Continued on Back Page. Joseph avoids steel pledge, Page 10

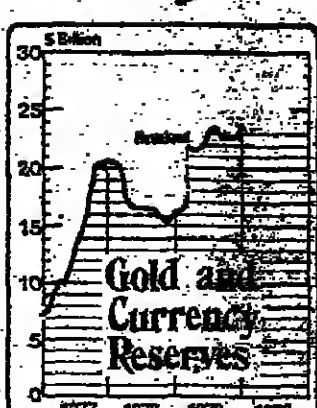
Tougher picketing curbs urged, Back Page

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Reserves rise to \$23.71bn

BY DAVID MARSH

BRITAIN'S gold and foreign currency reserves rose to their highest-ever level last month as a result of further asset inflows into sterling and a reversal of part of the UK's official gold holdings.

The reserves rose \$667m at the end of January to \$23.71bn. After allowing for changes in the gold valuation, transactions with the International Monetary Fund and overseas debt payments, the underlying increase was \$508m, indicating almost continuous Bank of England intervention to smooth the rise of the pound.

The reserves have shown an underlying rise of about \$1bn in the past two months, reflecting substantial upward pressure on the pound from rising North Sea oil prices.

While refraining from intervening to hold a specific exchange rate for the pound, the Bank of England tries to crowd out excess demand in the market to prevent excessive fluctuations in the exchange rate.

The reserves were boosted by \$41m during the month through an increased allocation of European Currency Units. This resulted from the quarterly realisation of gold reserves made by the European Monetary Cooperation Fund.

Under EEC arrangements for partial pooling of reserves, 20 per cent of member countries' gold and foreign exchange reserves are deposited at the fund in exchange for European Currency Units. The gold valuation is changed every three months on the basis of the average price in the previous six months.

The reserves also profited from a distribution of \$372m of Special Drawing Rights issued by the International Monetary Fund, and a valuation increase of \$80m stemming from the fund's restitution of part of Britain's original gold subscription.

Accruals of public-sector borrowing under the exchange cover scheme amounted to \$40m. Editorial Comment, Page 29

Money Markets, Page 26

GEC gives terms of Decca bid

BY CHRISTOPHER CLARKE

GEC, THE country's largest electrical group, has laid out the terms of a £225m offer to buy Decca, against the earlier bid from Racal.

Yesterday morning GEC offered to buy the radio shares of the troubled high technology electronics, television and music business for 500p in cash and the "A" shares for 400p.

The offer values Decca at £225m. In contrast, the earlier all-share offer from Racal Electronics is worth only £24.5m. Racal's shares fell 6p in the market yesterday after a 18p drop on Friday's GEC's price rose to 19 to 20p.

As an alternative to straight cash, GEC is also offering shareholders the option to accept convertible unsecured GEC loan stock, though the terms of that will not be known until the formal offer document is published.

The loan stock offer has been devised to attract shareholders with capital gains tax problems, and institutional holders who want to maintain their presence in the electronics sector rather than accept cash which they would then need to reinvest.

Decca's board, which had unanimously recommended Racal's bid before GEC announced its counter bid, will meet to discuss the new offer tomorrow.

Mr. Nigel Graham Maw, who took over as chairman of Decca on the death of Sir Edward Lewis last week, said yesterday:

that there was a significant differential between the two prices. However, he pointed out: "GEC's statement says nothing about the future integrity of Decca, particularly as far as staff and employees are concerned. We will be asking them for assurances. The employee point will be a very important one."

Racal refused to comment on GEC's offer and said that the board had no intention of meeting in the next day or so.

Racal owns 9 per cent of Decca in its own name and has "irrevocable acceptances" from shareholders owning a further 17.2 per cent. Still uncommitted is the 8 per cent holding registered in the name of Dr. J. Dimenstein, a Decca director, and the 36 per cent or so held by UK institutions.

Yesterday the fund managers, who traditionally do not accept until the last possible day, were weighing up the comparative industrial advantages.

The main points at issue were whether GEC's technology matched better with Decca than Racal's, and whether Racal had enough management to restore Decca's fortunes.

In its statement, GEC drew attention to the long association of its subsidiary Marconi Space and Defence Systems with Decca in the fields of electronic "counter-measures."

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Lex, Back Page

Brookes may head body to develop dockland

BY ROBIN PAULLEY

MR. MICHAEL BROOKES, chairman of Hadfields, is expected to be named as chairman of the London Docklands Development Corporation, the London's derelict docklands.

Mr. Michael Brookes, Environment Secretary, will use the second reading of his Local Government Planning and Land Bill as an opportunity to tell the House of his choice.

The Bill establishing the corporation to take over the redevelopment of 5,500 acres of dockland provides for the corporation to have a chairman, vice-chairman and up to 11 members. At the same time Mr. Brookes is expected to announce the name of the chairman of a second dockland development corporation for Merseyside.

Mr. Brookes is appointed as chairman of the London corporation today, one of his first tasks will be to persuade leaders of the five Labour-controlled dockland boroughs to co-operate with him. He is certain to ask one or two, at least, to join the corporation, the most likely being Mr. John O'Grady of Southwark, and Mr. Paul Beasley, of Tower Hamlets. Bringing new life to dockland, Page 8

	Feb. 1	Previous
Spot	\$1.790-\$1.795	\$1.770-\$1.775
1 mth	1.780-1.785	1.760-1.765
3 mth	1.765-1.770	1.745-1.750
12 mth	1.800-1.805	1.780-1.785

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EUROPEAN NEWS

Worsening of East-West relations hastens talks on Berlin

BY LESLIE COLTIN IN BERLIN

EAST AND West Germany, fully aware of the worsening relations between the superpowers, are anxious to conclude wide-ranging agreements in the next few months that will improve West Berlin's physical links with West Germany and bring East Germany hundreds of millions of badly needed Deutsche Marks in the process.

Negotiations are taking place in East Berlin despite last week's postponement of the planned meeting between Chancellor Helmut Schmidt, of West Germany, and East Germany's President and Communist leader, Herr Erich Honecker.

At the moment, both countries are supported by Moscow and Washington in the efforts to continue their working relationship. But there is a sense of urgency to their talks as there is fear that contacts between Bonn and

East Berlin could be frozen if the conflict between the United States and the Soviet Union deepens.

Herr Guenter Gaus, who heads West Germany's permanent mission in East Berlin, is in the midst of negotiating on a package of prosaic sounding improvements that will contribute towards, if not cordial relations between East and West Germany, then at least what are called "good neighbourly" ties.

These include renewing the obsolete East German railway lines that link West Berlin with West Germany, widening and dredging East German canals leading into West Berlin to permit larger barges to serve the city, connecting the East German city of Eisenach with the West German town of Bad Hersfeld by an autobahn, and

reducing the salinity of the Werra river flowing into West Germany by curbing the heavy deposits of potash from East German factories.

Railway service between West Berlin and West Germany is still far slower than it was in 1939 because of the poor state of East Germany's track. Laying new track and electrifying the lines would not only improve West Berlin's freight and passenger service but also East Germany's, as the railway lines from West Berlin to the five railway crossing points into West Germany also serve major East German cities.

However, before the two sides can sign on the dotted line, West Germany is expected to contribute several hundred million Deutsche Marks to the railway modernisation scheme. A precedent has already been

established as Bonn is contributing DM 1.5bn (£360m) towards the nearly completed modernisation of the Berlin to Helmstedt autobahn and the construction of a new autobahn between West Berlin and Hamburg. In addition, West Germany pays an annual DM 525m to East Germany for Western traffic using the transit autobahns to West Berlin and an annual payment of DM 50m in lieu of individual road toll fees for West Germans visiting East Germany by car.

Herr Gaus is optimistic that agreement can be reached with East Germany by the end of May, as is Herr Dietrich Stobbe, West Berlin's Governing Mayor. There may be an element of whistling in the dark here, but both men believe East Germany has a stronger interest than the West German side in finalising

the accords. The East German economy is going through a difficult period as planners attempt to reconcile spiralling costs of energy and raw materials with an industry that continues to export products of low added value.

Herr Honecker himself spoke only recently of the dangers to relations between East and West Germany, which are developing so promisingly, from "exportation" of the cold war to Europe by the U.S. This was only a few days before he cancelled his planned meeting with Chancellor Schmidt.

East Germany requires enormous amounts of hard currency from West Germany to pay for the oil it is being forced to buy from OPEC countries. Moscow has said it cannot supply East Germany with additional oil beyond the 19m tons it is delivering annually until 1985.

However, West Germany stands to lose much if East-West relations continue to deteriorate and East and West Germany are pushed deeper into the conflict. Last year, 8m trips were made by West Germans and West Berliners to relatives and friends in East Berlin and East Germany. In 1970 only a small number of West Germans were able to visit the East. Some 50,000 telephone calls are put through daily between Germans East and West; in 1970 a telephone service did not even exist between the two halves of Berlin.

Four thousand East Germans are reunited each year with their families in West Germany although far more East Germans have applied to leave. Under the Four-Power Berlin agreement nearly 19m trips were made last year with a minimum of controls by West

Germans. West Berliners and foreigners, across the East German land routes between West Berlin and West Germany. In 1970, the relatively few Westerners who used the East German autobahn and train were frequently held up for hours in arbitrary searches by East German border guards.

As for Berlin, the ultimate beneficiary and trip wire of détente, it has taken years for West Berlin to adjust from its front line position in the Cold War to become as normal a city as possible, although amputated and surrounded by a wall.

Soviet officials have hinted strongly that all this could change and Western allied officials here believe this is part of the pressure being put on West Germany to think twice before giving further support to the United States.



Herr Stobbe: hoping for agreement

Greeks react angrily to austerity package

BY OUR ATHENS CORRESPONDENT

A SERIOUS wave of strikes has greeted the Greek Government's attempts to impose an economic austerity programme. For the past three weeks 35,000 bank employees have been out in protest at wage rates and working conditions. The strike has caused grave problems for business but is only part of a general problem.

Groups of workers to strike in recent weeks include those at bakeries, at the Public Power Corporation (DEH), at the telecommunications organisation (OTE), at the state broadcasting corporation, and at the State Railways Organisation (OSE). Their strikes range from repeated one-day stoppages to the three-month which electrical technicians on the railways have been out. A strike by petrol-lorry drivers has also been causing difficulties.

The 600,000 employees of agricultural co-operatives have started a six-day stoppage and lawyers plan to stay away from the courts for three days.

The lawyers are protesting about the way the courts are administered — a complaint which many feel is long overdue given the pandemonium and long sittings which usually characterise proceedings.

Many of the other strikes also raise the question of working

conditions, while a one-day lock out was declared by shopkeepers at the Government's attempts to limit profit margins and curtail imports of goods they wished to sell. But common to almost all the strikes are wage demands.

Last year consumer prices rose by 24.5 per cent which has led to widespread dissatisfaction with government attempts to keep wage settlements around the level of 15 per cent.

Mr. Constantine Laskaris, the Minister of Labour, has claimed that much of the labour unrest is instigated by the opposition parties, each of which is supported by forms groups within the labour movement.

He suggests that, as rival groups outside each other, workers' expectations lose all contact with the reality of the situation, and says that the Government would prefer a strong unified union movement free of party allegiances.

The Government's own interference in the development of an independent union movement has long been criticised by West European unionists, as has its readiness to conscript striking workers to oblige them to return to work.

In a parliamentary debate last week the opposition roundly accused the Government of pur-



Mr. Laskaris: blames the opposition

ing excessive limitations on the right to strike, or being responsible as a result for the continuing prosecutions of trade unionists, of failing to ensure safety at the work place and of not enforcing laws which would prevent children under 14 from working — as it says 66,000 now do.

The Minister of Labour replied that wages had risen between 170 per cent and 280 per cent in the past six years, equal pay had been assured for women and the Government was planning to ratify two conventions of the International Labour Organisation. These cover the protection of workers' health and unemployment insurance.

Four questions in UK budget wrangle

BY JOHN WYLES IN BRUSSELS

"HOW MUCH? For how long? By what mechanism? For what purpose?" is how one senior European Commission official defines the four questions which need to be answered satisfactorily if there is to be a final settlement of Britain's budget wrangle with its EEC partners.

Faced with an anticipated net contribution to the EEC budget this year of around £1.2bn, Mrs. Margaret Thatcher's Government is insisting that the answers must be found in the next few weeks. During the past couple of days, Britain's eight EEC partners have begun studying Commission proposals which suggest both a mechanism and a purpose for increased Community spending in Britain but which leave the questions of how much money and for how long to be answered by member governments largely without benefit of its advice.

Nevertheless, the British like the document. "We are on our way with this paper," commented one Foreign Office official, despite the fact that it does not endorse the UK's favoured solution of a "receipt mechanism" which would guarantee fixed sums for as long as the budget problem lasted.

Indeed, the fact that it gives as closely as it does with British government thinking could be made much of when other mem-

bers, notably France, offer their initial critical reactions. These will be evident first on Thursday at the weekly meeting of the Committee of Permanent Representatives and will be developed further by Community Finance Ministers next week.

These discussions will mark the start of weeks of hard bargaining, which the Commission and the British hope will provide the basis of an agreement to be endorsed and fleshed out at the heads of government summit here on March 31.

Some progress

The Commission will try to prepare as much of the ground as possible through bilateral meetings between Mr. Roy Jenkins, the Commission president, and member governments. No one, however, expects a sudden transformation in the glutinous going which bogged down the last Community summit for most of its two days in Dublin last November. But the arguments for and against doing something about reducing Britain's exceptionally large contribution are by now well rehearsed, and both the UK and the Commission can point to some progress already made towards a solution.

If there is a final solution next month, the Dublin summit may be seen as less of a disaster for Mrs. Thatcher than it seemed at the time — largely because of the

enormous expectations she had created.

Dublin did secure two gains for the British which the Commission hopes can be built upon in the forthcoming negotiations. First, all of the other member states, except France, seem ready to amend the so-called financial mechanism so that Britain's payments into the EEC's "own resources" can be reduced by £350m a year. Secondly, the heads of government signed a communique which charged the Commission with producing proposals for boosting Community spending within Britain "which will contribute to greater economic convergence" — that is, close the yawning prosperity gap between Britain and some of her wealthier partners.

As a result, the Commission has produced a package, in parts vaguely worded and apparently deliberately obscure, which again endorses the principle that aiding Britain would be entirely in line with the Community's goal of greater convergence and finds the authority to do so in Article 235 of the Treaty of Rome.

In essence, this says that if the Treaty does not provide the necessary powers for action to attain one of the Community's objectives, then member governments can take the necessary measures, providing

they act unanimously and after consulting the European Parliament.

After concluding that an attempt to push up the UK's receipts from the existing regional and social funds "would have a seriously distorting effect on policies of major importance to the Community as a whole," the Commission argues that a new EEC regulation governing spending in the UK is "a preferable option." But the spending would have to be within a coherent framework and in line with existing and new Community policies, says the Commission.

Specific problems

It should be based on specific programmes and include a component related to specific regions or problem areas. Among other things these could include "programmes for regions of Community-wide interest such as Northern Ireland," or for those suffering from special industrial problems or remoteness.

The Commission suggests that they could also cover transport projects to link the UK more closely with its partners and also projects to remove urban decay.

In summarising the technical components of the new regulation (among others, definition of regions to be assisted and

procedures for agreeing the proposals with the Commission), the document makes its only reference to the possible life of the programme by saying: "there should be an agreed review procedure 'well before the expiry of the measures'."

Clearly, to the extent that Britain's financial burden is eventually lightened, others will have to pay more into the EEC budget. Anticipating problems with Italy and Ireland, the two members poorer than Britain, the Commission reminds member states of programmes in the pipeline for increased spending in poor rural areas (which should be read as Southern Italy, parts of Southern France and the West of Ireland) and also suggests that interest rebates already paid to Italy and Ireland to compensate for membership of the European monetary system might be increased.

Mrs. Thatcher has made little secret of her desire to have as much EEC money as she can get hold of so as to help reduce the public sector borrowing requirement. In other words, she wants Britain's EEC partners to help fund government spending programmes.

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To manage money matters for a forest products giant like Weyerhaeuser, a man must be as growth-minded as his company.

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Jean-François Noël, Chemical banker. Photographed with Weyerhaeuser purpose-built forest products vessel, Antwerp.

As a recognized leader in modern forest management, Weyerhaeuser has rightfully earned its reputation as the "tree-growing company," and in the process has grown into an international organization with decided financial strengths.

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For instance, to service Weyerhaeuser customers in Europe and the Middle East, Weyerhaeuser's European Treasurer's Department and Chemical Bank Brussels have built up an international collection program. It has the flexibility needed to accommodate a wide range of customer requests.

Weyerhaeuser Director Treasurer's

Department-Europe, Edmond van Wijngaarden and Chemical banker Jean-François Noël, improve on this tailor-made system continuously.

Every day, a variety of forest products leaves the West Coast of the USA and Canada for delivery anywhere from Antwerp to Alexandria. And Noël helps smooth the way for the Weyerhaeuser customers' ever-changing multi-million dollar credit arrangements.

Noël is only part of the customer-banker relationship. Another part is William H. Adams, head of Chemical Bank's San Francisco regional headquarters. As a main link with Weyerhaeuser's Treasurer William C. Stivers, Adams coordinates all groups in the bank as they relate to

the company and has helped Stivers with foreign exchange, domestic and international collection, importing and financing arrangements; he has helped establish on-line communication through ChemLink, Chemical's financial management system, as well as computer-to-computer transmission of lock box information.

Whether the team is Stivers and Adams in the United States, or van Wijngaarden and Noël in Europe, they tell you that mutual understanding and respect are what make the relationship prosper. That's what usually happens when corporate officers get together with Chemical bankers. And what results is bottom line business for both the company and the bank.

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مكتبة الامم المتحدة

OVERSEAS NEWS

Lebanon bid to keep Syrians

BY ANTHONY McDermott

TWO SENIOR Lebanese politicians, Dr. Selim Hoss, the Prime Minister, and Mr. Sulaiman Franjeh, a former President, held talks in Damascus yesterday with Mr. Hafez Assad, the Syrian President, to persuade him at least to delay his abrupt decision to redeploy Syrian troops of the peace-keeping force in Lebanon. Their departure would create a serious power vacuum in Beirut and its suburbs.

Dr. Hoss was reported to be asking Mr. Assad to delay the redeployment until the fledgling Lebanese Army could take over. Dr. Hoss's visit to the Syrian capital was based on an emergency meeting with President Elias Sarkis of Lebanon after learning that the Syrian Government had served notice that Syrian troops in the Beirut area would be pulled out within 36 hours. Syria has some 24,000 troops in Lebanon, in what was once an Arab League peace-keeping force. However, the other Arab contingents withdrew some time ago, leaving only Syrian forces and units of the Damascus-based Palestine Liberation Army (under Syrian command) in the "deterrent force".

One quarter of the Syrian

force—about 6,000 men—are posted in Beirut and its suburbs. The Syrian Government apparently wants to pull these forces back to join other Syrian contingents in the Bekaa Valley, in eastern Lebanon and closer to Syria.

The crucial point is that an important part of the Beirut-based troops were stationed on the 5 km "Green Line" dividing the Muslim and Christian sectors of the capital. Mr. Franjeh is a chief representative of the Christians. The Syrians sent troops into Lebanon in the middle of 1976 to intervene in fighting between these two factions. The Palestinians have been supporting the Muslim left wing factions. But it has been a debilitating experience for several reasons.

First, it has been a severe drain on the morale and efficiency of the armed forces. Second, it has been extremely costly, perhaps as much as \$1m a day. Third, it has always contained the risk that Syrian forces might be drawn into a direct conflict with Israel. Indeed, on two occasions several Syrian fighters have been shot down.

Syria's decision to withdraw its troops also reflects its sense

of isolation in the Arab world as one of the few Islamic countries to have endorsed the Soviet invasion of Afghanistan. It reflects too its inability to muster an alternative and coordinated policy to oppose the Egypt-Israel negotiations stemming from the Camp David agreements, and a realisation of its vulnerability to a serious clash with Israel.

Hassan Hijazi adds from Beirut: A delegation from the left-wing Muslim alliance, known as the "National Movement", was also in Damascus. The movement comprises 13 factions and militias which may take over positions in the predominantly Muslim West Beirut which the Syrians will give up. The movement and Palestinian guerrillas have been in control of Lebanon's predominantly Muslim regions during the civil war.

While large-scale clashes ended, the tension continued since the Lebanese parties and factions failed to reach national reconciliation. The Syrian withdrawal would bring the Muslim and Christian combatants face to face again.

The Palestine Liberation Organisation, whose forces helped the Muslims during the



civil war, was reported to have made it clear it has no intention of setting caught again in Lebanese rivalry.

In the end, the Syrian move should be seen more as a sign of gradual disengagement from the Lebanese crisis, although not from Lebanon altogether. The redeployment may be primarily aimed at Israel and at helping the Palestinians and their Lebanese left-wing allies.

Baluchis bitter at army occupation

By David Housego, recently in Quetta, Baluchistan

IN BALUCHISTAN, the vast and barren province of Pakistan which borders the Arabian Sea, there is little sign that Russia's invasion of neighbouring Afghanistan is seen as a threat. Instead, a reporter's notebook is rapidly filled with the rhetoric of a people who feel bitter at having been cheated of self-government by successive Pakistani regimes, and who are now tempted to see in the Russians potential allies for their cause.

"Whenever I land in Quetta I have the sense of entering a city under army occupation," says a respected local leader. He lists a host of Baluch grievances: a province of only 2m to 3m, garrisoned by a largely Punjabi army; a state administration in which Baluchis hold only a handful of senior posts; mineral wealth which has allegedly been neglected or is tapped to the advantage of the rest of the country's 75m population.

What would be the reaction if the Russians were to descend on the province? "We would welcome them of course," says a senior tribal "sardar" (leader), with breathtaking abandon. His companion goes one further: "We would ask them why they did not come earlier."

A left-wing politician trots out the familiar Russian defence of the invasion of Afghanistan, claiming the Russians were invited. "The revolution of Noor Mohammad Taraki who seized power in Afghanistan in April, 1978" must be defended at all costs, he says, "against those killers and mercenaries"—by whom he means the Afghan Moslem insurgents whom Gen. Zia-ul-Haq, Pakistan's leader, now refers to as "freedom fighters".

Much of this is wild talk. But it is still one of the ironies created in Pakistan by the Russian invasion that the province, strategically the most important because of its proximity to the Gulf, is also the most vulnerable, and the one where Gen. Zia's appeal for national unity in defence of the Islamic state falls on deafest ears.

The first concern of the Pakistani Baluchis is to achieve more autonomy to preserve their cultural identity—a goal they share with the Baluchis of Iran and Afghanistan.

As the Russians have already trained and armed some hundreds of Baluchis from all three states, Western diplomats have no doubt that they will embark on a subversion campaign to exploit Baluch discontent to the discomfort of Pakistan.

In this test of wills, the anxiety of many Baluchis is that the military equipment for which Pakistan was negotiating this weekend with Dr. Zbigniew Brzezinski, President Jimmy Carter's national security adviser, will eventually be turned on them.

With the voluntary exile of the more radical of the Baluch tribal leaders—Khair Baksh Murr and Sardar Attaullah Mengel—and the breakup of the National Awami Party, which once represented the aspirations of the Baluchis and Pathans for more self-government.

The championing of Baluch interests has increasingly fallen on Ghaus Baksh Bizenjo and his newly created Pakistan National Party. An advocate of compromise, who has served prison terms for protesting Baluch autonomy and been governor of the province as well, Mr. Bizenjo claims he is loyal to Pakistan and rejects armed violence to achieve Baluch goals.

Recently, the regime has taken steps to try and win over the Baluchis with more economic assistance and 300 more jobs for unemployed graduates. Such economic help is likely to accelerate.

But such programmes have only limited impact. The Baluchis feel as one leader puts it, that the military regime "wants to crush us with the sword of an Islamic state and of Moslems being one people." Even as conservative a tribal leader as Raimun Shah, head of the large Pathan Kakar tribe, and supporter of General Zia, has appealed to him for more local participation and self-government for Baluchistan, otherwise "the Russians will exploit the young students."

On the other hand, unlike the neighbouring province of Sind, where the Government has not hesitated to imprison protagonists of Sindhi nationalism, it has so far studiously avoided arresting well-known nationalists in Baluchistan for fear of provoking a clash. But Baluch politicians see recent warnings by Gen. Zia and those close to him against "Left-wingers" and those promoting the "nationalist" as being directed at them.

Pakistan seeks \$1bn from West and Moslem world

BY DAVID HOUSEGO IN ISLAMABAD

PAKISTAN will be seeking about \$1bn (\$444.8m) in economic aid for fiscal 1980/81 from Western donor nations and the Moslem world, officials disclosed in Islamabad yesterday.

This disclosure follows postponement of the U.S. aid package for Pakistan which was to have been put to Congress this week, after talks in Islamabad over the weekend between a U.S. delegation led by Dr. Zbigniew Brzezinski and a Pakistani team headed by Gen. Zia-ul-Haq. Gen. Zia recently dismissed the U.S. offer of \$400m (\$177m) aid as "paltry".

The calculation of \$1bn is based on Pakistan's expected current account deficit, and amortisation payments, of \$1.8bn, of which \$800,000 would be covered by aid in the pipeline or SDR drawings.

Of the remaining \$1bn, Pakistan would hope to obtain \$230m from debt rescheduling mainly from the U.S. Germany and Japan.

It will be seeking the balance

from members of a Western aid consortium or friendly Islamic states in the form of balance-of-payments support that would avoid the need for further expensive short-term borrowing to cover the balance-of-payments deficit.

Consortium members could be expected to pledge about \$700m, but this would normally be as project aid and a sharp tussle is likely to result over Pakistan's request that it be rapidly available for balance-of-payments support.

Meanwhile, Mr. R. D. Sathe, India's Foreign Secretary, arrived in Islamabad last night in the wake of the U.S.-Pakistan agreement to work for an extended multilateral programme to strengthen Pakistan's defence capability. Many Pakistanis had unrealistically hoped it would embrace U.S. protection against attack from India.

Little of substance is expected from his mission, after the sharply differing views

expressed by Gen. Zia and Mrs. Gandhi over Russia's invasion of Afghanistan.

Gen. Zia has rejected Mrs. Gandhi's proposals for a regional approach to security and is instead looking first to support from the U.S. and its partners, China and the Moslem world.

India is less nervous about the actual volume of arms to be supplied to Pakistan—Dr. Brzezinski went out of his way on Sunday to try to allay Indian fears—than about the unpredictability of the martial law regime in Pakistan, and about the long-term implications of Pakistan's closer relationship with China and the Moslem world.

Gen. Zia's recent reference at the Islamic Conference here to the liberation of Kashmir also provoked indignation in Delhi.

But both sides are apprehensive about the growth of great-power rivalry on the Subcontinent as a result of the Russian intervention.

Iran President may face confidence vote

BY SIMON HENDERSON IN TEHRAN

IRAN'S NEW President, Mr. Abolhasan Bani-Sadr, assumed office yesterday apparently without resolving political differences with other members of the ruling Revolutionary Council.

After a meeting of the council on Sunday night, it was expected that Mr. Bani-Sadr, the French-educated Finance Minister, would not be sworn in as President by Ayatollah Khomeini, but simply recognised.

Mr. Bani-Sadr was due to see Iran's religious leader yesterday at the hospital in Tehran where the Ayatollah is being treated for a heart condition. Several other members of the 14-man Revolutionary Council are believed to be insisting that Mr. Bani-Sadr must receive a vote of confidence from a

general assembly before taking a formal oath of office. The swearing-in ceremony would be in about a month.

In a fiery speech at the cemetery in South Tehran where the city's revolutionary dead are buried, Bani-Sadr warned that Iran's revolution would not win unless it was exported. "We are going to create a new order in which deprived people are not going to be always deprived," he said. Hojatoleslam Ahmad Khomeini, Ayatollah Khomeini's own son also spoke, reiterating Iran's aim of cutting off the influence of super powers, whether of the east or west. Significantly, in a message from his father, he condemned the Soviet invasion of Afghanistan, a position which Bani-Sadr has adopted before.

Egypt to pay interest on \$2bn Arab funds

BY OUR CAIRO CORRESPONDENT

TO SPARE the International Monetary Fund potential embarrassment Egypt has agreed to pay interest on some \$2bn (\$882m) of funds deposited by Kuwait, Saudi Arabia, Libya and Iraq in Egypt's central bank.

Egypt stopped paying interest on these deposits after the Baghdad Summit imposed sanctions on it for signing the peace treaty with Israel.

The controversy over the deposits surfaced last October when Iraq made a formal request to the IMF for the return of \$31.7m deposited with the Egyptian central bank.

Egypt invoked "special interest" to pre-empt moves by Kuwait and Saudi Arabia to press claims for the return of their deposits, amounting to \$837m and \$837m respectively.

In fact, the only deposits at issue were those of Kuwait, which are rolled over monthly. Saudi Arabia had undertaken not to start withdrawals until 1981. But subsequent reports said Kuwait and Saudi Arabia had made requests for the return of their deposits.

Apparently no formal request to the IMF had been made by Kuwait or Saudi Arabia, but the Egyptian authorities fear a campaign by Arab critics of President Sadat, to question Egypt's creditworthiness.

The Egyptian authorities claim that the IMF's arbitrating capacity extends only as far as seeing interest payments are honoured, and therefore, repayment of the principal is outside its terms of reference.

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Consolidated Statement of Condition, December 31, 1979

ASSETS	
Cash and Due from Banks	\$ 9,400,408,000
Interest Bearing Deposits with Banks	4,631,848,000
Federal Funds Sold and Securities Purchased under Agreements to Resell	843,500,000
Investment Securities (Market Value \$2,458,459,000)	2,552,763,000
Trading Account Securities (Market Value \$172,148,000)	172,090,000
Loans	25,474,780,000
Lease Financing Receivables	1,807,041,000
Total Loans (Net of Unearned Discount of \$608,909,000)	27,281,801,000
Less: Reserve for Possible Loan Losses	(243,945,000)
Net Loans	27,037,856,000
Premises and Equipment	197,254,000
Customers' Liability on Acceptances	1,797,773,000
Accrued Interest Receivable	587,370,000
Other Assets	454,584,000
Total	\$47,675,448,000
LIABILITIES	
Demand Deposits	\$13,984,025,000
Savings Deposits	1,380,892,000
Other Time Deposits	5,382,480,000
Deposits in Foreign Offices	17,408,680,000
Total Deposits	38,156,078,000
Federal Funds Purchased and Securities Sold under Agreements to Repurchase	1,626,922,000
Short-Term Borrowings	2,219,514,000
Acceptances	1,815,285,000
Accrued Taxes and Other Expenses	928,940,000
Other Liabilities	522,827,000
Long-Term Debt	850,948,000
Total Liabilities	46,120,494,000
SHAREHOLDERS' EQUITY	
Common Stock (par value \$7.50)	
Authorized—40,000,000 shares	
Outstanding—33,243,258 shares	249,324,000
Surplus	440,227,000
Undivided Profits	865,401,000
Total Shareholders' Equity	1,554,952,000
Total	\$47,675,448,000

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Notice of Redemption
To the Holders of
KINGDOM OF DENMARK

9% Twelve Year External Loan Bonds of 1970 due March 1, 1982

NOTICE IS HEREBY GIVEN that, pursuant to the provisions of the Bonds of the above-described issue, Morgan Guaranty Trust Company of New York, as Fiscal Agent, has selected through operation of its Sinking Fund for redemption on March 1, 1980 at the principal amount thereof together with accrued interest to the date fixed for redemption \$1,750,000 principal amount of said Bonds bearing the following serial numbers:

OUTSTANDING COUPON BONDS OF \$1,000 EACH OF PREFIX "M" BEARING NUMBERS ENDING IN ANY OF THE FOLLOWING TWO DIGITS:

03 07 12 18 25 42 44 51 52 56 57 63 66 73 74 77 83 96

ALSO OUTSTANDING COUPON BONDS OF \$1,000 EACH OF PREFIX "M" BEARING THE FOLLOWING NUMBERS:

130 180 280 380 480 580 680 780 880 980 1080 1180 1280 1380 1480 1580 1680 1780 1880 1980 2080 2180 2280 2380 2480 2580 2680 2780 2880 2980 3080 3180 3280 3380 3480 3580 3680 3780 3880 3980 4080 4180 4280 4380 4480 4580 4680 4780 4880 4980 5080 5180 5280 5380 5480 5580 5680 5780 5880 5980 6080 6180 6280 6380 6480 6580 6680 6780 6880 6980 7080 7180 7280 7380 7480 7580 7680 7780 7880 7980 8080 8180 8280 8380 8480 8580 8680 8780 8880 8980 9080 9180 9280 9380 9480 9580 9680 9780 9880 9980

On March 1, 1980, the Bonds designated above will become due and payable at the redemption price advanced in each coin or currency of the United States of America as at the time of payment is legal tender for the payment of public and private debts therein, and will be paid, upon presentation and surrender thereof in a negotiable form, with all coupons appearing thereon maturing after the redemption date, at the option of the holder either (a) at the Corporate Trust Department of Morgan Guaranty Trust Company of New York, 60 West Broadway, New York, N.Y. 10015, or (b) subject to applicable laws and regulations, at the main office of Morgan Guaranty Trust Company of New York in Brussels, Frankfurt/Main, London, or Paris or at the main office of Privatbanken A/S, Den Danske Landmandsbank, Kjøbenhavns Handelsbank or R. Henriques Jr. in Copenhagen. Payments at the offices referred to in (b) above will be made by a check drawn on, or by a transfer in, a United States dollar account maintained with a bank in New York City. Coupons due March 1, 1980 should be detached and collected in the usual manner.

From and after March 1, 1980 interest shall cease to accrue on the Bonds herein designated for redemption.

Ministry of Finance of the Kingdom of Denmark
by: Morgan Guaranty Trust Company
OF NEW YORK, Fiscal Agent

January 29, 1980

NOTICE

The following Bonds previously called for redemption have not as yet been presented for payment:

COUPON BONDS OF \$1,000 EACH
M 236 1319 1613 2019 2694 3095 4277 5804 7038 8402 8890 12105 12127 13227 14786 15821
618 1336 1637 2213 2690 3096 4346 5861 7017 8433 8895 11113 12276 13781 14886 15823
130 180 280 380 480 580 680 780 880 980 1080 1180 1280 1380 1480 1580 1680 1780 1880 1980 2080 2180 2280 2380 2480 2580 2680 2780 2880 2980 3080 3180 3280 3380 3480 3580 3680 3780 3880 3980 4080 4180 4280 4380 4480 4580 4680 4780 4880 4980 5080 5180 5280 5380 5480 5580 5680 5780 5880 5980 6080 6180 6280 6380 6480 6580 6680 6780 6880 6980 7080 7180 7280 7380 7480 7580 7680 7780 7880 7980 8080 8180 8280 8380 8480 8580 8680 8780 8880 8980 9080 9180 9280 9380 9480 9580 9680 9780 9880 9980

European American Bancorp
Consolidated 1979 Results

	1979	1978	% Increase
Income After Taxes	\$21,011,000	\$14,138,000	+48.6

Selected Balance Sheet Totals (in billions)

	As of December 31		
	1979	1978	% Increase
Total Assets	\$7.766	\$6.956	+11.6
Loans-Net	4.370	3.700	+18.1
Deposits & Due to Customers	6.370	5.930	+7.4

EAB

European American Bank

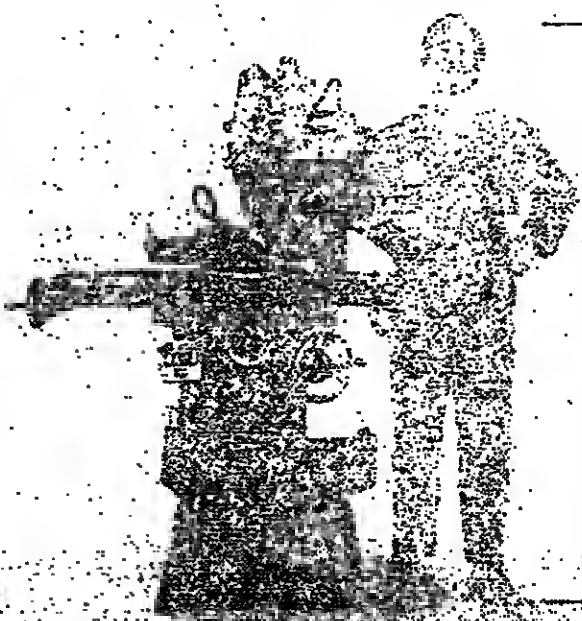
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Then, we'll design for you a Colt warm air system that minimises heat loss, and heats only what you want to heat—the people who work for you.

The capital cost of such a system is around half that of a boiler system, while operating costs too are dramatically lower.

Just now, we're helping hundreds of companies to cut back on their heating costs.

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AMERICAN NEWS

Carter support growing as Kennedy trails Republicans

BY JUREK MARTIN, U.S. EDITOR IN WASHINGTON

TWO MAJOR public opinion polls released yesterday show that national support for President Jimmy Carter's foreign policy has intensified, not weakened, in recent weeks and has now made him a strong favourite to win re-election for a second term in the White House.

They also demonstrate that Mr. George Bush has made big inroads into the once equally strong lead among Republicans enjoyed by Mr. Ronald Reagan and now matches up as perhaps the most effective Republican candidate in a head-to-head race against Mr. Carter.

Polls, are, as this winter's experience demonstrates, notoriously fallible instruments, but the publication of the latest two, conducted for the Washington Post and Time magazine, must make a difference for the supporters of Senator Edward Kennedy from Massachusetts, who is seeking to inject new life into his campaign prior to the New England series of caucuses and primaries over the next month. In the Post's canvass, Mr.

Carter leads his rivals from both sides, topping Mr. Kennedy by 58 to 25 per cent. Mr. Reagan by 65 to 30, Mr. Bush by 59 to 33, Senator Howard Baker by 63 to 30 and Mr. John Connally by 73 to 21. Mr. Kennedy trails all the Republicans except Mr. Connally.

The Time poll gives Mr. Carter a 55-point lead over Mr. Kennedy, 21 over Mr. Bush, 32 over Mr. Reagan and 35 over Mr. Baker. Senator Kennedy trails the three Republicans, his deficit ranging from three points against Mr. Reagan to 20 points against Mr. Bush.

On the Democratic side, Mr. Carter is given a 22 point lead over Mr. Kennedy in New England and apparently enjoys substantial advantages in two of the Senator's natural constituencies (Catholics and blacks), according to the Time poll.

Both surveys show broad public support for the President's specific policy proposals in response to events in Iran and Afghanistan, such as partial grain sales embargoes, boycotting the Olympics and renew-

ing registration for the military draft. The Time poll finds that more than two-thirds of those surveyed believe it best for presidential candidates to desist from dissecting the President's foreign policy and rally round him instead.

Mr. Bush can glean much satisfaction from the two polls. He incurred a minor setback over the weekend in picking up one of a dozen convention delegates at the caucus in Arkansas (Mr. Reagan won six and Mr. Baker four, with the twelfth committed to no candidate) but has high hopes in New England where, according to the Time poll, he leads Mr. Reagan by 55 to 24 per cent.

Overall, Mr. Reagan still commands the allegiance of more Republicans: the Post poll gives him 36 per cent to Mr. Bush's 26 per cent, Mr. Baker's 11 per cent and Mr. Connally's 5 per cent, while the Time survey gives Mr. Reagan a 41 to 34 per cent edge over Mr. Bush. But if independents are included, Time found, Mr. Bush, perceived as a moderate though in reality conservative, has a four point advantage.

Trudeau's election lead narrows

BY VICTOR MACKIE IN OTTAWA

A POLL commissioned by the CTV television network in Canada shows the Liberal lead over the governing Conservatives narrowing two weeks ahead of the election on February 18. The number of undecided voters has increased to 40.4 per cent of the electorate.

Among decided voters, support for the Liberal Party, led by former Prime Minister, Mr. Pierre Trudeau, dropped to 46 per cent from 51 per cent in two weeks while support for the Conservatives rose to 33 per cent from 31 per cent.

Support for the New Democratic Party rose to 17 per cent from 16 per cent and support for other parties increased to

4 per cent from 2 per cent.

The network's national poll surveyed 2,038 voters last week when the Conservatives were receiving favourable publicity for the Government's role in helping six U.S. diplomats escape from Iran. However the large number of undecided voters makes it virtually impossible to use the poll to predict the results of the election.

In metropolitan Toronto, the Liberal lead has been halved since the release of the Americans by Canadian diplomats in Tehran, according to a Gallup survey made public at the weekend.

The Gallup poll gave the Liberals 36 per cent and Conservatives 23 per cent and

the NDP 18 per cent, with 15 per cent undecided.

Gallup figures for Toronto, produced on January 19—before the Americans' escape—gave the Liberals 52 per cent, Conservatives 21 per cent and the NDP 17 per cent, with 5 per cent undecided.

Canada is to expel another Soviet diplomat in retaliation for the expulsion of a Canadian military attaché from the Soviet Union last week, Miss Flora MacDonald, External Affairs Minister, said yesterday.

This Soviet Union announced last week, the expulsion of Col. Harold Gold, Canadian Defence and Air Attache in Moscow, accusing him of spying.

Venezuela to seek closer Arab links

By Kim Foad in Caracas

SR LUIS RERRERA Campesino yesterday began a 10-day tour of North Africa and the Middle East aimed at creating closer ties between the large South American oil producer and its Arab partners in the Organisation of Petroleum Exporting Countries (OPEC).

Mr. Rerrera will urge other OPEC leaders to expand and accelerate aid to non-oil developing countries affected by price increases and to promote greater cohesion among OPEC members in pricing and other policies.

Britain denies rift with U.S. over Rhodesia vote

BY DAVID TONGE

BRITAIN IS denying all suggestions of a rift with Washington over the United Nations Security Council resolution on Rhodesia passed on Saturday night.

The U.S. was among the 14 members of the Security Council which voted in favour of the resolution, described by Sir Anthony Parsons, the British representative, as "unbalanced and selective." Three other Western countries, France, Norway and Portugal, also voted in its favour.

The British argued that the U.S. had been instrumental in turning down a strongly worded draft resolution prepared following a recent meeting of the Organisation of African Unity.

Mr. Donald McHenry, the U.S. representative, also said after the vote that the U.S. did not accept charges of British violations of the Lancaster House agreement.

The resolution, passed 14-0, expressed concern at the

numerous violations of the terms of the Lancaster House agreement. It called for the withdrawal of any South African forces, regular or mercenary, from Rhodesia.

It also sought the "speedy and unimpeded return of Zimbabwe exiles and refugees," the release of all political prisoners and the confinement of the Rhodesian and auxiliary forces to their bases.

Britain chose not to participate in the voting rather than using its power of veto.

Non-participation is a formula devised by the Chinese to express dissent for a particular resolution without casting a veto.

The changes introduced to the resolution—one of which was to delete references to the Patriotic Front as the sole legitimate representative of the Rhodesian people—decided Britain to let the resolution through, although British officials said it could hardly be less helpful to their efforts in Rhodesia.

Swift reaction to FBI 'Arab' payments

By David Buchan in Washington

THE BREAKING of a political corruption scandal involving one U.S. Senator and several Congressmen and undercover FBI agents offering payments on behalf of mythical Arab businessmen has set Washington agog and brought swift reaction yesterday from Congress and the Administration.

The House of Representatives Ethics Committee will set up its own investigation, Mr. Charles Bennett, chairman, said yesterday. A partisan political note was injected by Republican leaders, claiming that 25 years of Democratic control had led to a climate of corruption in the Congress and demanding a full probe of the scandal.

Only one person has so far been named in the allegations which splashed into U.S. newspapers on Sunday.

Meanwhile, the Justice Department yesterday announced "an intensive investigation" into whether Federal employees, at the Department or the Federal Bureau of Investigation, leaked details of the two-year-old undercover operation to the Press.

Nevertheless, according to some reports, Federal Grand Juries will shortly be convened in several cities. In addition to the several Congressmen named in the allegations—which have not been denied in substance by Government officials—state officials from Pennsylvania, New Jersey, New York and Florida have been implicated.

The undercover operation was apparently begun by the FBI in 1978 with the limited aim of recovering some stolen art works and Government securities. But it was subsequently widened to encompass politicians susceptible to providing favours and legislative help in return for money.

The most widely used rule by the FBI undercover agents was to pose as working for Arab businessmen, including one with a company called Abdul Enterprises Limited, who among other things wanted U.S. citizenship or residence for their "clients."

Individual Senators or Congressmen can introduce private immigration bills into the U.S. legislature to accomplish such an end. FBI agents on Sunday arrested an Immigration Service inspector in New York, the only wish action taken so far.

Those so far named have mostly denied the allegations that they accepted money, though some have admitted this approach was made. Two issues immediately arise if the allegations come to trial. One is of unfair pre-trial publicity.

The other is whether the FBI "entrapped" the politicians, who might argue that it was the agency that created the same "entrapment" is a complex legal defence, much argued over in the courts, but to use it as a defence also usually involves a clear admission of guilt from the defendant. In the case of a Congressman, he is then answerable to his constituency, or indeed to the Internal Revenue Service, if he fails to declare the money on his returns.

WORLD TRADE NEWS

Pact to boost Soviet-Afghan trade

BY DAVID SATTER IN MOSCOW

THE SOVIET UNION has signed a trade agreement with Afghanistan for 1980 which will boost Afghanistan into one of the Soviet Union's largest trading partners in the Third World.

The Soviet news agency Tass reported that the Soviet Union and Afghanistan will increase their trade by 70 per cent, which should raise its value to about 300 million (\$371m).

Soviet-Afghan trade for the first nine months of last year had a value of 333.3m and was expected to top

Roubles 310m for the year, with the Soviet Union exporting almost twice as much to Afghanistan as it buys.

Soviet exports to 1980 are to include industrial equipment, motor vehicles, ferrous metals, oil and oil products, cement, fertilizers and household goods. The Soviet Union will import natural gas, which accounted for almost half of Afghan sales to the Soviet Union in 1978, cotton, dried fruits, wool, carpets and hides.

The Soviet Union has been a major donor of aid to Afghanistan for the last 25 years, but Soviet economic involvement in the country increased greatly after the April, 1978 Marxist coup. Trade turnover apparently increased 44 per cent in 1979 compared with the previous year setting the stage for the even greater expansion envisaged for this year.

Besides India and Iraq, which are the Soviet Union's largest Third World trading partners, the Soviet Union's other principal trading partners in the Third World are Vietnam, Mongolia and Libya.

Yugoslavia will export more than 11m pairs of shoes to the Soviet Union this year, worth about 5,000m (\$10.5m), according to the State news agency, Tanjug, AP-DJ reports from Belgrade.

Several hundred thousand pairs of footwear have been earmarked from Moscow department stores alone, the report added.

Tanjug was quoting sources of the federal Chamber of Economy here following a meeting of Yugoslavia's shoe manufacturers.

EEC to tackle Turkish problems

BY JOHN WYLES IN BRUSSELS

EEC FOREIGN Ministers will today be confronted with the need to breathe new life into a flagging relationship with Turkey, a strategically important ally.

On the same day, a meeting of the Community's Foreign Ministers' Council will be presided over by a report on EEC negotiations with Yugoslavia.

The Ministers will sit at the first formal meeting of the EEC-Turkey Association Council for nearly three years. This follows an initiative launched at the end of last year by the Government of Mr. Suleyman Demirel, to revive political and trading links with the Community as a cornerstone of its

foreign and economic policy.

A formal Turkish request for EEC membership cannot be ruled out, but the Nine regard the country as a long-term prospect and prefer to consider starting negotiations on the mutual reduction of tariff barriers.

On Yugoslavia, there is disappointment over the failure to conclude a new trade and political co-operation agreement by early this week, but the prospects of an accord within a month still look promising.

EEC Ministers expressed their eagerness for a swift agreement early last month, under the stress of the Soviet invasion of Afghanistan and President Tito's illness. But

their fervour has caused Yugoslavia some embarrassment since intermittent discussions have been under way for two years and the Yugoslavs do not want to give any appearance of sacrificing their non-aligned status and leaping into the Western camp because of current troubles.

At today's meeting, the European Commission will again take up the issue of advanced guaranteed export rebates for the Community's surplus beef production to allow member governments time to decide whether to set up a control system which could prevent excessive quantities going to the Soviet Union.



Premier Demirel
In 1979 the Community sold 40,000 tonnes of beef to the Soviet Union

Go-ahead near on Iran project

BY CHARLES SMITH, FAR EAST EDITOR, IN TOKYO

AGREEMENT "in principle" to resume work on the Y700m (\$1.3bn) Iranian petrochemical project sponsored by the Mitsui group has been reached as a result of a meeting between Mr. Eizai Yamashita, Mitsui's senior managing director, and Iranian officials in Tehran.

Work on the project, which is already 85 per cent complete, cannot be restarted, however, until a number of legal and financial issues have been settled. One obstacle is the existence of a wide gap between Iran and Japan on the

terms of construction contracts which are being renegotiated to take account of price increases during the suspension period.

Disagreement also exists over the number of Japanese technicians who will be allowed to work on the project and on whether the Japanese employees will pay insurance premiums in Iran or Japan. Iran wishes to restrict the number of Japanese workers and to increase local Iranian participation in the final stages of the work.

Mitsui has said that it hopes that work can get under way

again by the spring, but this is entirely dependent on the progress of negotiations on detailed issues. What appears certain is that both sides are genuinely anxious to complete the project.

Meanwhile, Iran is to call an international tender for the construction of a 3,000-megawatt steam station at Teheran. Power Minister Hassan Akhbarpour announced. He also said that a contract to complete a power station at the southern port of Bandar Abbas would be given to another company if the original contractor refused to finish the project.

Mozambique signs accord with Italians

ROME — Mozambique has reached agreement with Italy on the African socialist nation's first comprehensive economic pact with a Western nation.

The accord foresees that Italy will enjoy preferential treatment in obtaining access to Mozambique's coal, uranium, petroleum and natural gas resources, said a Government announcement.

In return Italy will extend the African country an aid grant of L10bn (\$5.5m) and a credit line of L90bn (\$49.5m). Italian companies will also carry out several projects in the country, including construction of an electrical network, telephone systems and a textile plant.

Sig. Siro Lombardini, the Industry Minister, plans to visit Mozambique next month to discuss a contract to obtain between 2m and 3m tons of coal.

Salpene, the engineering subsidiary of Italy's state energy group Ente Nazionale Idroelettrico (ENI), has won a contract against international competition to build an oil refinery in Libya.

Value of the contract is more than \$55m. The refinery will have annual capacity of 10m tons and is to be completed within 16 months.

Dorsch in Hijaz railway study

BY RAMI G. KHOURI IN AMMAN

DORSCH CONSULT, the Munich-based consultants, have beaten two American-led consortia to win the \$4.7m contract for technical and economic feasibility studies for reconstructing the 700-mile long Hijaz railway, linking Damascus in Syria with Medina in Saudi Arabia.

The contract, to be completed within 10 months, was signed here with the Higher Committee for the Reconstruction of the Hijaz Railway, a tripartite ministerial committee including Syria, Jordan and Saudi Arabia.

Mr. Hashem Taher, Jordan's Transport Under Secretary, said that plans are to rebuild the line in standard gauge track, though the feasibility study will determine whether this will be in single or double track configuration. The rebuilding which would be completed in the late Jordan and Saudi Arabia. 1980s would create a standard gauge rail link stretching from northern and western Europe to the heart of the Arabian peninsula.

Quantin Peel in Jordan

Bank of Tokyo, Eximbank to open Peking offices

TOKYO—The Export-Import Bank of Japan and the Bank of Tokyo will open offices in Peking this year, becoming the first Japanese financial institutions in China. Officials of the Bank of Tokyo said the Peking office will open later this month.

The Japanese company, affiliated with the Japan National Oil Corporation, said that with the money, Pertamina will build new production wells in its oilfields at Kuala Simpang, North Sumatra, and at Cemerah Selatan, Java, to produce nearly 10m barrels over the next 10 years starting next March, it said.

Under the contract, the Japanese will in return get 40 per cent of the projected oil output at Indonesia's Government sales prices without surcharges imposed, it said.

Indonesian Nippon Oil, a Japanese investment at Cemerah Selatan, said it expected about 80 per cent of the loan to be put up by the semi-official Export-Import Bank of Japan, with the remaining 20 per cent from Japanese commercial banks.

Olympic Airways finance for three Airbus A300s

FINANCIAL TIMES REPORTER

A \$120m (\$54m) credit package to enable Olympic Airways to purchase three A300 Airbus and spares was signed in London yesterday.

Midland Bank International, Credit Lyonnais and Deutsche Girozentrale are leading syndicates providing the finance from the UK, France and Germany, in line with national stakes in Airbus Industrie. Midland is the agent bank.

The financing consisting of export credits would be \$50m backed by the Export Credits Guarantee Department, Coface and Hermes, and a \$35m Euroloan over 15 years with a spread of 1 per cent over Libor for the first 10 years and 1 for the last five.

Parliamentary approval is to be sought to extend for a further year from March 1980 the powers under which British ECGD operates its cost escalation scheme for export contracts. The scheme applies to export contracts worth £2m or more with a manufacturing period of two years or more. Since the introduction of the scheme in 1975, 17 guarantees have been issued for exports with a total contract value of £550m. A further 10 cases involving contracts worth some \$438m are in active negotiation.

Pakistan International Airlines has ordered a 747-200B combi jet from Boeing to be delivered in March. Reuter reports from Seattle.

BOTB EXPORT CAMPAIGN

Failure to stimulate shop floor

BY LORNE BARLING

EFFORTS BY the British Overseas Trade Board to make shop floor workers more aware of the importance of export orders have recently been centred on an advertising campaign in the popular Press. But the results have been disappointing.

The campaign has failed to stimulate significant new interest in the Board's Export United campaign which was a follow-up from the Export Year in 1977. A new strategy is now being tried in areas of the country where local support is already strong.

One of these areas is the East Midlands. Here two of the major industries, textiles and footwear, have suffered from soaring imports and there is also a need to improve export performance. But the biggest target is the engineering industry.

The area's regional committee is arranging a heavy programme of events—ranging from seminars to a dinner for industrialists and trade unionists given by the Lord Mayor of Nottingham—in a bid to make an impression on the shop floor.

But despite trade union representation on its committee the Export United organisers admit that the only way to reach production workers effectively is through management. But they have been disappointed at the level of management participation in the campaign.

In the East Midlands a number of regional sub-committees have been formed to encourage participation more widely, and new schemes are being introduced to assist exporters in general.

The Department of Trade office in Nottingham, for instance, has drawn up technical details of what each textile company in its area produces enabling it to direct overseas enquiries to specific companies. So far the results have been

good and though other industries are less diverse it is hoped that this principle can be extended.

Mr. Brian Varley, director of exports for the BOTB in the area, also believes that companies must be urged to concentrate their efforts on markets with good potential, particularly those where political change creates opportunities. Such countries are Nigeria and Rhodesia.

"There is evidence that in Nigeria exporters could soon achieve the same level of business as they were doing before the problems of last year," he said, adding that the BOTB's Tropical Africa Advisory Group would be reporting to the East Midlands after a visit in February.

One of the most active participants in the area have been TI Raleigh, one of the world's largest bicycle manufacturers, whose director of sales and marketing, Mr. Kenneth Collins, is

Moderate government unable to contain increasing violence

El Salvador approaches civil war

BY HUGH O'SHAUGHNESSY, LATIN AMERICA CORRESPONDENT

THE PESSIMISTS were probably right all along and most over-crowded country in the Americas, is so all likelihood on the verge of a bitter, bloody and long drawn-out civil war which will make the revolution and overthrow of the Somoza dictatorship in Nicaragua last year seem like a clean and brief surgical operation.

Everything suggests that the 4.5m Salvadoreans will this year find themselves in the centre of a maelstrom in Central America, an area which the U.S. considers of no little strategic importance. The continuing conflagration in El Salvador could well spark off new troubles in the already violent and troubled Guatemala, and perhaps too in Honduras.

Put in its simplest and crudest terms El Salvador is now witnessing a determined attempt by moderate Left-wingers and extreme Left-wing groups to put an end to a social structure which has concentrated power in the country in the hands of a small oligarchy, the so-called "Fourteen Families."

The moderate Left-wingers have failed, at least for the moment, and the extreme Right and the far Left are now preparing for the final showdown. Just how bloody politics can become was illustrated in a macabre way last month when Right-wing forces—according to some sources, troops in civilian clothes—started firing indiscriminately into a Left-wing protest march—perhaps

150,000, killing dozens and injuring scores. The present situation in the country is rooted many decades ago in the establishment of a prosperous coffee industry. From it a few families made a great deal of money and began buying up large tracts of land which hitherto had been tilled in a more or less primitive way by the peasants.

In the 1920s and the early 1930s rural agitation was widespread. But in 1932 General Maximiliano Martinez put a stop to agitation in El Salvador with his massacre of 20,000 opponents.

Since his day every government has been headed by a military man and the division between the rich minority and the mass of the population has widened.

In the 1970s the military and more conservative elements in El Salvador had to make increasing use of political terror and ballot rigging if they were to contain this pent-up frustration. Until the arrival of President Carter, Salvadorean governments could count on the support, or at least the silence, of the U.S. government.

The speed of events in Nicaragua last year, however, jolted not only the Salvadoreans but also the U.S. Fearing a new contagion of Left-wing ideas from Nicaragua, many richer Salvadoreans rallied closer round the idea of repression at any cost.

The centre and the Left, tired of more than a decade of electoral fraud, started agitating against the rule of Gen. Carlos Humberto Romero, whose vic-

tory in the 1977 elections was certainly fraudulent.

As Gen. Somoza quit in July 1979 Washington abruptly joined the critics of Gen. Romero and on October 15 he was ousted in a coup led by two colonels, Jaime Abdul Gutiérrez and Arnoldo Menjívar. It is reasonable to suppose that the two would not have moved without at least the tacit approval of the U.S., where both of them had undergone periods of training.

Their manifesto was uncompromisingly reformist, and to the government they formed they co-opted social democrats of the Revolutionary National Movement (MNR) and members of the cautious Salvadorean Communist Party.

Despite their announced programme, the colonels were unwilling or unable to make any effective start on real reform and this month the social democrats and Communists resigned, leaving the military to limp on ineffectually with the Christian Democrats.

It seems now that the vacuum of power is being filled by the three toughest Marxist-Leninist parties, each of whom has its guerrilla wing. One of these kidnapped two British bankers in San Salvador in November 1978. Against them are ranged the Right-wing extremists who dismiss the colonels' reformist attitudes.



While the two sides fight it out in El Salvador the economy crumbles. The gross national product, which in 1977 grew at a rate of 5.2 per cent, was, according to some estimates, down to less than 2 per cent last year. According to other authorities, GNP actually fell 3.5 per cent. Terror tactics and the work stoppages contributed to this closing of a score of factories last year and many of the foreign business community have fled.

Britain is closing its embassy and El Salvador has lost an estimated \$10m in capital taken out of the country. Now comes the threat of coffee disease, hitting the main export, which last season paid for more than half the import bill of around \$1bn.

The extremists, however, have little regard for the economic consequences of their violent confrontation. With the denuded government coalition incapable of imposing calm, even the optimists will admit that things are likely to get worse in El Salvador before they get better.

El Salvador

February 5 1980

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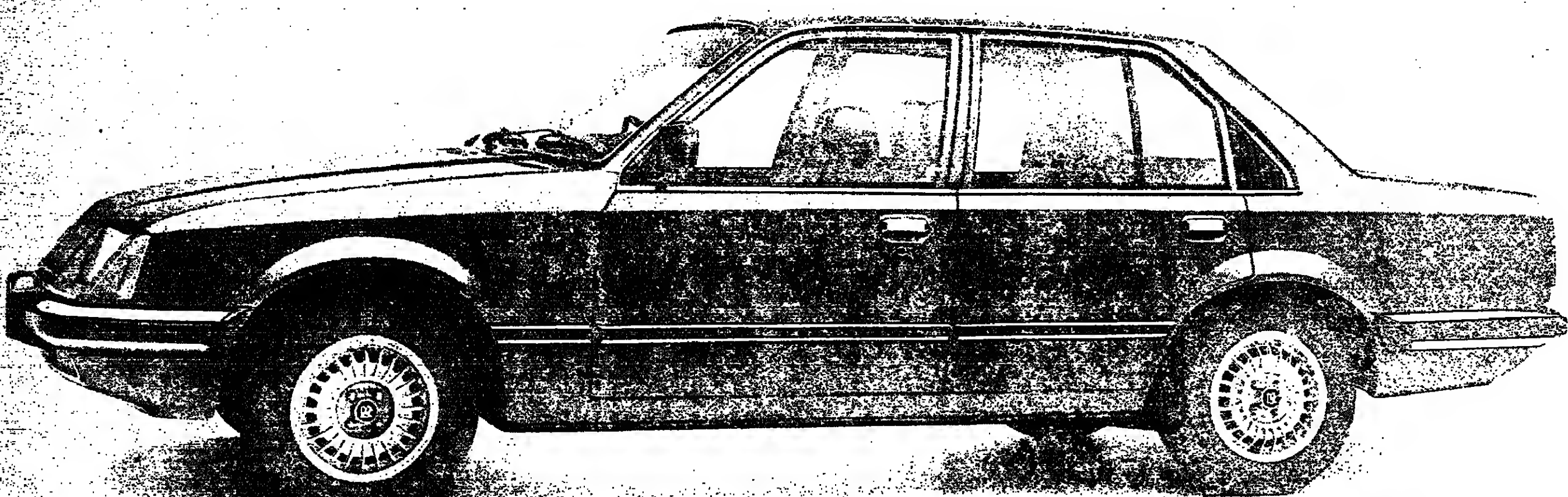
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From standstill it can reach 60 mph in as little as 11.2 seconds.

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At a steady 56 mph (is there anyone who actually drives at a steady 56 mph?) the Carlton returns 38.7 mpg. More realistic, perhaps, are the returns on a steady 75 mph: 30.7 mpg, and on the Urban Cycle: 24.4 mpg.

IT GETS ON WITH THE JOB WITHOUT MAKING A SONG AND DANCE OF IT

While the speedometer provides visible proof of the car's performance, there are thankfully none of the more intrusive reminders.

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While the passenger compartment is still further insulated from noise of any kind by the wall-to-wall cut pile carpeting (it even has separate underlay).

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IT'S WELL APPOINTED, BUT WITHOUT BEING FLASHY

Carlton is so well equipped that the only options you can ask for are power steering, alloy wheels and a sunshine roof.

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The seats are covered entirely in rich velour cloth, but have just the right degree of firmness (important for long distances).

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Adjustable head restraints are standard at the front while a central armrest is standard at the rear. There's a push-button radio, quartz clock, cigar lighter and two-speed wipers with intermittent wipe.

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UK NEWS

Oil consultant hits at North Sea 'chaos'

BY RAY DAFTER, ENERGY EDITOR

THE "CHAOTIC" CHANGES in the North Sea policies of successive Governments were strongly attacked yesterday by a leading international oil consultant, Mr. Peter Gaffney, a senior partner in Gaffney, Cline and Associates.

The supplying industry was plagued by the swings in demands, he said.

North Sea exploration and development work was hampered by a shortage of drilling rigs. Owners of these rigs moved them to other parts of the world when drilling activity in UK waters declined significantly in 1978 and 1979.

According to a new set of statistics by Gaffney, Cline drilling at the end of last year was less than half that of the peak year of 1977, measured on an index basis. North Sea operators found it difficult to attract back many of the rigs which had been moved away, said Mr. Gaffney.

"We are faced with a chaotic

situation. The problem has not been lack of prospects—there are plenty of those—but it has been legislation that has been controlling the rate of activity. This is bad for those trying to build an industry serving those involved in offshore drilling."

He said the number of drilling rigs used in the U.S. swung from over 2,000 in peak periods to about 1,300 in slack periods.

"But at least, 1,300 rigs provide a reasonable base for industry. Our problem in the North Sea is that in slack periods drilling activity goes back to almost zero."

Mr. Gaffney was speaking on the launch of a series of UK oil activity indices covering exploration, discoveries, construction expenditures and development work.

The indices, to be published quarterly, trace the progress of North Sea activity since 1965. They have a common base date of 1977, the year when offshore operators were busiest.

The initial set of indices shows how drilling work has fallen in the past two years. At the end of last year the index of drilling activity was 47.8 against the 1977 average of 100.

The exploration index was 64.9 at the end of 1979, the lowest level since early 1974. Oilfields are becoming harder to find. An analysis of drilling success rates shows one exploration well in 12 now finds oil or gas, against one in three or four in the mid-1970s.

The index of development, reflecting the size of reserves being exploited, shows that at the end of last year activity was slightly above the average 1977 level.

Level of expenditure has soared to an index of about 145. This reflects not only the significant amount of reserves being developed, but also rising production costs.

As fields become smaller and companies are forced into coterminous areas, the cost per barrel recovered rises.

Report on Salem goes to DPP

BY JOHN MOORE

A PRELIMINARY report prepared by the Metropolitan and City Police company fraud squad, which has been investigating the mysterious circumstances surrounding the sinking of the oil tanker Salem, has been passed to the office of the Director of Public Prosecutions.

The report, passed to the DPP yesterday, details the initial findings of the UK police into the loss of the Salem, a 213,928 dwt very large crude carrier, which was bound from Kuwait to France with a cargo of 183,122 tons of crude oil, insured for \$66.4m, which she had bought in mid-voyage from a Swiss company, Pontoil.

The 1980-built ship bought by the Oxford Shipping Company, registered in Liberia with an office in Texas, only a month before, sank off the West African coast on January 17 after a series of explosions.

A Tunisian member of the crew has stated that the bulk of the oil cargo was discharged at Durban after an unscheduled stop and replaced with seawater as the ship would appear fully loaded. He has alleged that the crew were paid bonus payments and told to keep quiet.

Legal representatives for Lloyd's underwriters and London insurance company underwriters have taken evidence from the crew member, and are preparing a case to resist a \$18m claim on the hull insurance—a claim which will fall on the London insurance community.

Cargo underwriters are understood to have received papers relating to claims on the cargo insurances late on Friday afternoon from Shell, and Clyde and Co. lawyers acting on behalf of the cargo underwriters, are considering the position.

Vets fear EEC 'liability' proposals

BY RICHARD MOONEY

ACCEPTANCE of current EEC proposals on product liability could cause "immense" problems for vets, the professor's weekly journal, *Veterinary Record*, warns in its current issue.

In a leading article the journal says the proposals would seem to make vets responsible for adverse reactions to products administered to animals, whether those reactions were known or not.

The proposals would impose strict and virtually unlimited liability, the article states.

"Adverse reactions do happen with medical products," it says. "When they are known the client can be warned. But when a previously unknown reaction occurs, the veterinarian will be liable even though he could not have known the risks."

The article also notes the

record-keeping problems posed by the need to be able to identify the preparations given to particular animals.

"How, for example, could one identify every bird in a flock of 20,000 chickens?" it asks.

There would also be difficulties with generic medicines where it might be impossible to pin down the source of a particular batch.

The *British Veterinary Association*, which publishes *Veterinary Record*, fears that the proposals, if accepted, could lead to an excessively defensive attitude in vets with resulting disadvantages for client and patient.

"As it is," the article states, "the consumer would be better off under existing conditions. The new proposals may be all very well for washing machines. Medicines require separate treatment."

End-of-year spending less buoyant than hoped

BY PETER RIDDELL, ECONOMICS CORRESPONDENT

Spending in the shops at the end of last year was much less buoyant than initially estimated—pointing to a general weakening in consumer confidence.

The volume of retail sales in December is now estimated at 112.4 (1971=100), according to the latest seasonally adjusted index published yesterday by the Department of Trade.

This compares with a provisional estimate of 113.5 announced in mid-January and a revised November outcome of 113.6.

Weakening in consumer confidence is suggested by a sharp fall in new credit extended by finance houses, and other specialist consumer credit grantors, and retailers in December.

New consumer credit extended in December was \$592m (seasonally adjusted). This compared with \$698m in November and was the lowest monthly figure since April, 1979.

Advances in the past three months of 1979 were 4 per cent

higher than in the previous quarter. An increase in lending by finance houses and other specialist grantors more than offset a fall in lending by retailers.

These figures are in current prices and the rate of price inflation was much greater in the period, so there was a fall in the volume of new hire purchase business towards the end of 1979.

Hire purchase lending in 1979 was 21 per cent higher than in the previous year, implying a sharp rise in the volume of activity, particularly to finance the buying of cars.

The average volume of retail sales in 1979 was about 3 per cent higher than the annual average for 1978, a smaller rise than the retail trade expected earlier in the year.

The Department of Trade noted that "sales in the fourth quarter of 1979, although probably boosted by the backdated reduction in income tax which began to take effect in the

middle of October, and by the pensioners' Christmas bonus paid in December, were about 1 per cent below the average level of the previous two quarters."

The volume of sales by durable goods shops in the last three months of 1979 was about 4 per cent lower than the average in the previous two quarters, which included the pre-Budget spending spree.

Sales in clothing and footwear shops rose 2 per cent. Other non-food shops, including department stores and mail order businesses, experienced a 1 per cent drop in the volume of business. There was little change in sales by food shops.

The volume of sales in both food and clothing and footwear shops rose by 3 per cent in 1979, while durable goods shops boosted sales volume 5 per cent. Trade in other non-food shops increased 2 per cent. The value of retail sales rose 14 per cent last year compared with 1978.

Rule review 'needed' at Lloyd's

By John Moore

DISCIPLINARY procedures at Lloyd's of London need urgent review, according to Mr. Peter Green, Lloyd's new chairman.

Mr. Green says in the organization's publication *Lloyd's Log* that the disciplinary procedures, which have served Lloyd's well for over 100 years, are not surprisingly in urgent need of review. After a long period of apparent calm such a situation has, not unnaturally, created wide publicity.

A series of scandals has recently hit the Lloyd's market. Mr. Green says Lloyd's has grown faster in the past five years than at any other period and so have individual risks.

"In terms of value there is a vast difference between the *Stamper* and the *Liberty* ship and the latest oil tanker ship and the first offshore oil drilling rigs and the vast multi-million-pound production platforms which we now insure," he says.

"The claims which they occur are inevitably much larger than in the past. Many of the problems which also appear to be much higher ton are often due to errors of underwriting judgment."

Midland Bank opens Brussels EEC office

MIDLAND BANK has opened an EEC office in Brussels, mainly to help UK companies obtain grants and assisted finance from the European Commission and the European Investment Bank.

Midland claims that the office is the first of its kind to be opened in Brussels by any European bank.

The office, at 15, Rue de la Loi, is headed by Mr. Dermot Gleeson. The phone number is Brussels 230 0385.

Writ for builders

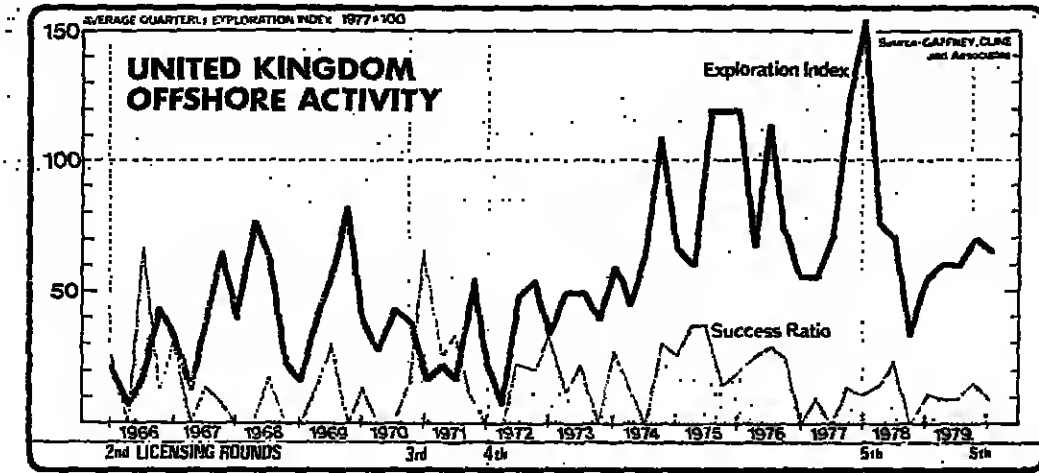
A YORK building construction company is being sued for £1m by Hull Corporation over damp and condensation problems in blocks of flats. Mr. Ian Wall, senior principal solicitor to the corporation said it may take 18 months to deal with the claim.

Plessey job losses

PLESSEY in Swindon is planning to make up to 25 staff redundant at their plant on the Cheney Maor industrial estate. The company hopes to find jobs for some staff elsewhere within the company.

Leasing guide

A WORLD directory of organizations concerned with the leasing industry has been issued by Hawkins Publishers, the company which produces the *Leasing Yearbook*. The *World Leasing Yearbook* costs £11.50, from Hawkins Publishers, Stansted Place, 32 Church St., Coggeshall, Essex CO6 1TX.



MP wants computer in House

By David Marsh

SUGGESTIONS that MPs should have access to computer terminals to give them a better insight into the complexities of public spending received a lukewarm response yesterday.

At a public accounts committee meeting in the House of Commons, Mr. Dick Douglas (Lab, Dumfriesshire) put forward the idea that MPs should have computer terminals installed in the library at Westminster to allow them to receive updated print-outs of Government spending by various departments compared with original estimates.

Sir Anthony Rawlinson, Second Permanent Secretary for public services at the Treasury, told the meeting that he did not see a future in such a scheme. "It would not be cost-beneficial. Members should continue to use the White Papers on public expenditure and the half-yearly progress reports on individual departments' spending to get the best idea of the overall expenditure position."

The committee was told that figures from computers would be difficult to interpret, and the amount of material needed to be put on to a computer would be out of proportion to the number of questions put.

Mr. William Hamilton (Lab, Fife Central) pressed Sir Anthony for clarification of reports that the Ministry of Defence kept the Treasury "at arm's length" on its spending programme.

He claimed that the Defence Ministry spent about 15 per cent of its budget on non-military purposes.

Sir Anthony said that the Treasury had for a number of years delegated responsibility for spending programmes to individual departments. The principle was taken further with the Defence Ministry than with other departments.

Suspended term for ex-Tatler director

Financial Times Reporter

MR. GUY WAYTE, 72, a former managing director of the company publishing the *Tatler* and *Bystander*, has been sentenced to nine months' jail, suspended for two years, for conspiracy to defraud advertisers over an eight-year period by falsely inflating the circulation figures of the *Tatler* and the *Nottingham Observer*.

Mr. Wayte, of Colston Bassett, Leicestershire, was ordered to pay £8,000 toward prosecution costs of his four-week trial at Nottingham Crown Court.

He was found not guilty on a third charge.

Mr. Malcolm Campbell, his former deputy managing director, of Fishpond Drive, The Park, Nottingham, was convicted on two charges and cleared on one. He was fined a total of £650, with no order for costs.

Mr. Arthur Dewey, the company's former chartered accountant, of Victoria Road, West Bridgford, Nottingham, was cleared on all charges.

Wholesale petrol rise waits on crude price

BY SUE CAMERON

THE MAJOR oil companies are waiting to see how far North Sea crude prices increase before deciding on their wholesale petrol price rises.

Last night Shell and Esso, the two leaders in the UK petrol market, and Mobil, Gulf, Barmah and BP Oil, said they had no immediate plans for increasing prices, although they were keeping the position under constant review.

Shell, which takes about half its UK oil requirements from the North Sea, said that reports that the average price of four-star petrol was 139p a gallon were a "violent exaggeration."

The average price for four-star in London appeared to be between 122p and 123p a gallon, and slightly cheaper in the provinces. It was unlikely to rise to 130p a gallon even after another round of petrol increases.

The big companies estimate that a \$1 increase in the price

of a barrel of oil normally adds about 1.3p to the wholesale price per gallon of oil products, including petrol.

If North Sea crude prices rose by \$3 a barrel in the wake of price increases by Gulf and North African oil producers, petrol could be expected to go up wholesale by about 4p a gallon.

This would probably mean an increase of about 5p at the pumps.

Most of the big oil companies say further product rises are inevitable now that the producing countries are raising prices of crude.

But there are signs that a number of companies are uneasy about rising petrol prices for the third time in six weeks.

When the product price increases do come, they may be loaded more heavily on, say, fuel oil or heating oil than on petrol, to ease the burden on the motorist.

Belfast air link 'must improve'

By Michael Donne, Aerospace Correspondent

BRITISH AIRWAYS must improve the quality of its shuttle air service between Heathrow and Belfast, or face the possible loss of its licence on that route.

This is made clear by Mr. John Nott, Secretary for Trade, in a letter to the Civil Aviation Authority dismissing an appeal by British Midland Airways against being denied the Heathrow-Belfast route.

British Midland applied for the route last May, on the basis that it could make a better job of it than BA, but was refused a licence by the CAA, even though there was strong criticism of British Airways' handling of the route at the public hearing.

Mr. Nott said in coming to his decision he noted criticisms of British Airways' handling of its Heathrow-Belfast route, including delays and sometimes cancellations.

Mr. Nott reiterated the authority's advice that British Airways' handling of the route was "not of a standard commensurate with the requirements of the route" or "face the threat of the authority being receptive to a future application like that of the appellant (British Midland)."

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Spread of income little changed

BY PETER RIDDELL, ECONOMICS CORRESPONDENT

THE DISTRIBUTION of final disposable income between those at the top and bottom ends of the range hardly changed during most of the 1970s in spite of considerable changes in the Labour Government in welfare spending and taxes.

A special article in *Economic Trends*, the monthly journal produced by the Central Statistical Office, shows that in 1973 the net impact of taxes, welfare benefits and subsidies was to reduce the top 20 per cent households' share from 44 per cent of original pre-tax income to 37 per cent of final income.

In 1978 this group's share of original income was still 44 per cent and was cut to only 36 per cent after taxes and transfer payments.

The share of original pre-tax income of the bottom 20 per cent was 1 per cent throughout the 1973 to 1978 period and the net

impact of taxes and benefits was to boost this group's share of final income to 8 per cent in 1973 and to 9 per cent in 1978.

This stability was in spite of big changes in government policy under Labour. For example, direct taxes as a proportion of average household original income plus cash benefits, such as retirement pensions and unemployment benefit, rose from 16 to 20 per cent between 1973 and 1975 before falling back to 17 per cent in 1978.

Cash benefits rose appreciably faster than the incomes of households, increasing from 10 per cent of original income plus cash benefits in 1973 to 12 per cent in 1978. Subsidies also rose faster than incomes and so, although in kind such as health service and educational spending.

The Central Statistical Office

comments that the stability in the percentage share of the distribution of final income is partly because the distribution of shares of original pre-tax income showed little change over the period.

Moreover, the effects of changes in the redistributive components such as cash benefits often tended to offset one another.

The average -- disposable income of the top 20 per cent of households in 1973 was £3,250 and was £1,710 for the lowest 20 per cent. This was after the top 20 per cent of households had paid on average £200 in taxes and received £200 in benefits while the lowest 20 per cent had paid £10 in direct tax and received £1,470 in benefits.

The top 20 per cent of households continued to pay 28 per cent of the total income while the bottom 20 per cent contained only 13 per cent.

British Cargo to sack 44 more

BY MICHAEL DONNE, AEROSPACE CORRESPONDENT

BRITISH CARGO AIRLINES last year by the merger of IAS Cargo Airlines and Transmeridian Air Cargo, is making 44 more redundancies by the end of this month. This will bring to 170 the number laid off there since the merger.

The company said yesterday that this decision was taken to reduce costs caused by rises in fuel and other expenses and "an unimproved level of trading."

The airline, a specialist all-cargo operator, has faced severe competition from Continental

all-cargo airlines in recent months. They have undercut rates substantially in the UK. Scheduled passenger airlines with big cargo holds in their wide-bodied jets have also taken much of the business.

British Cargo said that it was concentrating its activities at Gatwick, and that in anticipation of grounding or disposing of some of its CL44 turbo-prop aircraft, about 39 CL44 crew members would also be placed on 90 days' notice from February 1.

Mr. Alan Stocks, managing director of British Cargo, said

that "the commercial viability of that (CL44) fleet will be kept under review, and if the climate improves, termination data will be deferred and possibly cancelled altogether."

"If other cutbacks are considered necessary, they will be implemented progressively, although with the return to service of the two DC8 aircraft which were out of commission for an extensive period we cannot envisage that any further material changes will be necessary, providing there is not a significant variation in market conditions."

NEW DEVELOPMENT CORPORATIONS TAKE CHARGE

Bringing new life into docklands

BY ANDREW TAYLOR AND ROBIN PAULEY

THE GOVERNMENT'S controversial plan to establish a new authority to mastermind the redevelopment of London's decaying docklands is the latest in a series of "new initiatives" which have so far largely failed to attract new industry and commerce to the area.

Under the Local Government Planning and Land Bill, which receives its second reading today, two urban development corporations are to be created. These will have complete responsibility and authority for the redevelopment of more than 6,000 acres of dockland in London and Merseyside.

Mr. Michael Heseltine, Environment Secretary and initiator of the plan, has charged the corporations with attracting private sector investment into docklands. He is understood to have chosen Mr. Nigel Brookes, chairman of Trafalgar House, the construction and shipping group, to head the London development corporation.

The corporations will have wide-ranging powers, including the right to acquire land compulsorily. They will have an initial combined budget of £200m, with provisions in the Bill to raise this to £400m.

However, this figure substantially understates the amount of public money needed for successful redevelopment of London's docklands.

Present plans call for spending up to £800m, to provide major new road and underground rail links with docklands. This could involve the construction of five new rail tunnels and three road tunnels under the Thames.

The lack of adequate access routes linking the declining docks area with the more affluent parts of the capital and the South-East has been a major factor behind private sector reluctance to play a significant role in the redevelopment of docklands in the past 15 years.

Plans to build many of the new road and rail links are advanced, but there is a big difference between accepting in principle the need for major sections of new infrastructure and finding the cash to pay for it.

The London Transport Bill, presently before Parliament, includes provisions to spend £280m extending the Jubilee underground rail link into docklands. But how much of this money will eventually be made available is debatable.

Mr. Heseltine could hardly have chosen a worse time to

approach his Cabinet colleagues for more cash with the Government desperately seeking to find new areas for spending cuts.

He can, however, argue that the Cabinet has an obligation to provide the necessary financial support as it agreed the legislation establishing the urban development corporations. He will leave his colleagues in no doubt that they must put their money where their collective mouth is.

The new legislation has already met with stiff opposition from the five Labour-controlled councils—Newham, Southwark, Tower Hamlets, Greenwich and Lewisham. Together with the Greater London Council, they are presently responsible for redevelopment of the area, under the umbrella of the Docklands Joint Committee.

The local authority leaders bitterly resent the establishment of a new body at a time when much of the site preparation work has been done and agreed and construction begun in some areas.

They say that if they were given the money in this case cash—they would finish the job, and more effectively than a UDC.

In terms of new buildings, it

would appear that little has been done since the Docklands Joint Committee was established at the end of 1973—an observation that did not escape Mr. Heseltine following a brief helicopter flight over the area.

However, this first impression belies the vast amount of work that has gone into solving the complex problems of draining, infilling and levelling an area of docklands 8½ miles square.

Much of the earlier infilling of Surrey Docks, for example, had to be done because of hazards to health and safety. Beckton marshes to the north of the Royal Albert Docks have been drained and sewage systems installed. Housing programmes have been established and building, particularly in the Surrey Docks, started.

Wrangling

There have been other major problems to overcome, not least difficulties over land acquisition—with ownership spread largely between local authorities, the Port of London Authority and other public bodies like the Gas Corporation.

In the case of Beckton, wrangling is continuing over the future of a parcel of land which the Gas Corporation

wants to retain and which is said to be needed for a train depot for the planned extension to the Jubilee Line.

Mr. Heseltine says that the compulsory purchase powers to be given to the UDC will solve the "present problems of disparate ownership" and that "the creation of a single authority will bring greater scale and certainty of resources to the project."

It is an attractive argument but how much financial and statutory muscle the new corporation will in practice be able to use remains to be seen. The local authorities point out that extensive planning inquiries over controversial proposals like the provision of a £240m southern relief road are still likely to occur.

A number of major schemes are now proposed for Surrey Docks — including a £400m shopping, office and hotel complex put forward by Taylor Woodrow and Wimpey. This indicates that the private sector may be less reluctant than it once was to come to docklands — particularly to the more attractive sites where developers are less exposed to financial risk.

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Wales to get £48m help

BY IVOR OWEN

UP TO £48m is to be provided by the Government over the next two years for the acquisition of industrial sites and the building of new factories in South Wales in an effort to mitigate the loss of jobs from the contraction of the steel industry.

New opportunities for private sector as well as public sector enterprises were envisaged by Mr. Nicholas Edwards, the Welsh Secretary, when he announced in the Commons last night Cabinet authorisation for this new expenditure.

While welcoming the Government's recognition of the need for remedial action Mr. Alec Jones, Labour's shadow spokesman on Welsh Affairs, insisted that the £48m was not anything like enough when South Wales faced unemployment on a scale not experienced since the 1930s. The endorses the estimate of the Wales TUC that the numbers out of work could reach 140,000 by 1981. But he failed

to win any hint of a concession from Sir Keith Joseph, the Industry Secretary, when he called for Government intervention to enable the closure of the BSC plants at Llanwern and Port Talbot to be delayed for two years.

Sir Keith snapped: "Don't you realise that two years further on, the steel industry will be even less competitive in relation to its rivals than it is today?"

Two years postmortem, he said, meant that the cutback in BSC's operations would have to be "even steeper than it may have to be now."

Mr. Edwards who refused to give any Government estimate of the likely rise in unemployment in Wales in the wake of the rundown of the steel industry, announced the £48m programme after reassuring the Government's acceptance of its responsibility to cushion the impact of change.

The prime need, he said, was for the acquisition, preparation and development of industrial sites together with a substantial programme of advanced factories within the areas most affected to take advantage of the excellent communications provided by the M4 and the trunk road and high-speed rail networks.

He also foresaw the need for a continuing programme over a number of years which could be worked out as the situation became clearer.

"What is needed now is to launch a new infrastructure programme that we can get things under way and give people the assurance that action will be taken."

"I can now tell the House that within the reduced public expenditure programme we have been discussing, the Government is planning to make available some £48m over the next two years for remedial measures of this kind."

Mr. Edwards stressed that the major part of these additional resources would be allocated to the Welsh Development Agency which was preparing detailed plans. The Cwmbran Development Corporation would also have discussions with local authorities to determine whether it could develop industrial land in or around the new town as a contribution to providing alternative jobs in the Llanwern area.

Mr. Edwards emphasised that the £48m allocation would enable the Welsh Development Agency to get on without delay with a substantial programme of acquisition and development of industrial sites.

Apart from the new programme, the WDA would be spending in the coming financial year about £12m under its normal programme in the areas affected by the closures, including £8.5m in Ebbw Vale and Cardiff.

Customs and Excise 'can tap' telephones

By Our Lobby Staff

CUSTOMS and Excise can apply to the Home Secretary for a warrant to tap a suspect's telephone when investigating major fraud cases, the Prime Minister said yesterday.

In a letter to the Tory backbencher, Mr. Geoffrey Dickens who was calling for more information about the scale of phone tapping well before last week's revelations on the subject, Mrs. Thatcher said that the criteria suggested by the Birkett Committee in 1957 still applied.

The committee, she pointed out, said that Customs and Excise might be justified in seeking a warrant from the Home Secretary for interception when investigating a case involving a "substantial and continuing fraud which would seriously damage the revenue or the economy of the country if it went unchecked." That criteria she said, continued to be followed today.

Mrs. Thatcher insisted however, that interception was not used by Inland Revenue. And she stressed that Customs and Excise would consider using telephone tapping in cases involving VAT abuses only when there was reason to suspect really large scale evasions. More than 31 MPs have signed a backbench motion calling for the appointment of a committee to investigate the matter.

THE TOTE was involved in malpractice in the two years to July but the transmissions did not involve any breach of the common law or any statutory provisions, a Government appointed inquiry concluded yesterday.

Following criticisms of some of the methods used by the Tote last year, the Home Secretary asked Mr. Aglionby, a Recorder of the Crown Court, to carry out an inquiry.

After the dust settles . . .

BY CHRISTIAN TYLER, LABOUR EDITOR

FOR THE general secretary of the Iron and Steel Trades Confederation to be overturned by his lay national executive must be as rare an event as the national steel strike on which the union has embarked.

But it happened on Friday, when Mr. Bill Sirs was virtually alone in speaking against the immediate reimposition of the sympathy strike in the private sector.

Moreover, it had been only with the greatest difficulty that Mr. Sirs had persuaded the executive earlier last week to obey Lord Denning's Court of Appeal ruling and to suspend action pending the verdict of the House of Lords.

These two instances serve as proof, if proof were still required, that the strike against the British Steel Corporation is not a one-man vendetta against an employer by a trade union autocrat. They illustrate, too, the subtle shift of power that has been taking place since Mr. Sirs himself loosened the reins on taking office.

Outwardly, the ISTC may look much the same as ever: politically moderate (Right-wing Labour), industrially disciplined, unapologetic, self-contained, and extremely jealous of its status as the steel union in an industry that boasts at least 13 of them.

On the TUC general council Mr. Sirs aligned himself with articulate moderates like Mr. Clive Weibull of the National Union of Railwaymen and Mr. Frank Chapple of the Electrical, Electronic, Telecommunication, and Plumbing Union.

It was to his union that Mr. James Callaghan turned when he needed a platform for his pre-Party Conference rallying of the Labour Right.

The union has been cultivated by Mr. Denis Healey and Mrs. Shirley Williams. (Mr. Sirs is now cashing that cheque by seeking front-bench Opposition support for his battle with the BSC but the divided Parliamentary Labour Party has been too hamstrung by its own affairs to be of much help.)

Many of the ISTC's officials in the regions are Labour Party stalwarts: local councillors and prospective MPs, and this political ethos appears to have been scarcely dented by the younger and more Left-wing shop-stewards.

And it is probably no accident that the ISTC was the first trades union to invite a member of the Royal Family, Prince Charles, to address its conference, Brother Windsor being treated as one of the family for a few hours.

Yet the union has been changing. Mr. Sirs instituted an annual conference four years ago. And although the conference is consultative, it is unable to tie the national executive to particular policy lines, at least given the rank-and-file their first chance to disagree in public with the leadership.

Last year's conference was marked not only by the royal

which recently accounted for no fewer than 10 of the seats. This is made possible by a system which combines regional seats with trade seats, rather like that employed by the transport workers.

Generally the two South Wales divisions and South Yorkshire form a tight, influential alliance. On the other side is a loose coalition of Scotland, the North-East and West Midlands and the North-West. Few of the executive are explicitly pro-union, a notable exception being the Left-wing Mr. John Cowling from Corby.

Those who complain about the self-perpetuating oligarchy from South Wales are as anxious as the official reform group for a rule-change that would dilute its influence, possibly by abolishing the 11 trade sections.

Union officials, including Mr. Sirs, do not have a veto but the lay president has an extra casting vote. Executive councillors sit for a three-year term. The ISTC lives in a hostile world. Although numerically dominant—with 107,000 members in the industry ranging from ancillary workers in management grades—it is desperately anxious to retain its autonomy and expand its coverage. There is no love lost between the ISTC and the seven craft unions, for instance, whose aggregate membership is increasing as a proportion of the total workforce.

Mr. Sirs also keeps a wary eye on the transport workers whose lack of discipline at local level he views with distaste, and which he may suspect of wanting to take his union over.

The steel union's chronic inability to sit down together may become even more acute. The craft and general unions—extremely reluctant to strike in the first place—have been looking for a separate settlement. That division could even lead to the collapse of the TUC steel committee—the only union forum the industry has—when the strike is over.

Mr. Sirs has, however, found an ally in the blastfurnacemen, a shrinking but defiant unit, some believe that Mr. Hector Smith, the blastfurnacemen's general secretary, would like to make the alliance permanent when the dust settles.

The national executive has taken advantage of Mr. Sirs' more open style of Government to develop its own personality. The national strike has given that personality full voice.

visit but by emergence of a pressure group which circumscribed delegates with a programme for internal reforms. Some ISTC leaders, including Mr. Sirs, denounced the group as being unconstitutional. Left-wing plotters. Yet demands of the reform group—mainly for more proportional representation on the national executive—would scarcely have counted as radical in any other trade union.

But the real focus of change is the national executive, which has taken advantage of Mr. Sirs' more open style of government to develop its own personality. The national steel strike has given that personality full voice.

If the national executive of 21 laymen is no longer the tame animal it was under Mr. Sirs' predecessor, the secretive Sir Dai Davies, it is not split along political so much as Left-Right lines. There is no Left-Right faction fighting as, say, in the miners' or in the former engineers' executives. Numerically it has been dominated by South Wales,

Welsh select committee begins work

BY ROBIN REEVES, WELSH CORRESPONDENT

AFTER AN inordinately long gestation period, a Commons select committee on Welsh Affairs—the Conservative Government's alternative to a devolved Welsh assembly—is due to begin work today under the chairmanship of Mr. Leo Abse, the maverick backbench Labour MP for Pontypool.

The committee's birth has been plagued by parliamentary delaying tactics by the Government and the Opposition over the committee's composition and chairmanship.

It was agreed in October that Labour should take the chair but it proved impossible to constitute the committee when objections were raised to a succession of candidates.

Mr. Roy Hughes (Lab. New-

port), Mr. Alan Williams (Lab. Swansea West) a former Industry Minister, and Mr. Donald Anderson (Lab. Swansea East) were all rejected by one side or the other before agreement was eventually reached.

Plaid Cymru's two MPs used blocking tactics to protest the exclusion of nationalist representatives. The committee is made up of six Conservative, four Labour and one Liberal MPs reflecting the Westminster balance of power rather than the respective party strengths in Wales at the last general election.

This inauspicious start, and indications that Mr. Abse has agreed to take the job for only a year, has not increased confidence that the committee will

make a significant impact on the efficiency and sensitivity of government in Wales.

But the main question-mark over the committee's role remains unanswered. Will it seize the freedom to launch in-depth inquiries into burning Welsh political issues, or allow itself to be confined to a narrow functions of the Welsh Office and its nominated bodies?

In theory, the investigative watchdog role over some field is wide open. The Welsh Office is a multi-functional department with responsibility for many aspects of industry, housing, roads, water, health and local government in Wales.

But the Conservative majority on the committee may argue that the existence of other departmental select committees covering these specific areas preclude the Welsh committee from looking at, for example, the threatened mass redundancies in the Welsh steel and coal industries.

Indeed, the overlap leads some observers to believe it may prove impossible for a select committee which has a territorial mandate—Wales—to operate effectively within a Parliament which is responsible for the whole of the UK.

On the other hand, Mr. Abse is anything but a timid backbencher. Given determination by the chairman to succeed, the Welsh select committee could turn out to have an important impact on the political and administrative scene in Wales.

Joseph avoids pledge on steel

BY JOHN HUNT, PARLIAMENTARY CORRESPONDENT

AN APPEAL to the unions and British Steel Corporation to end the "self-destructive" steel strike on terms which the industry can afford was made in the Commons yesterday by Sir Keith Joseph, the Industry Secretary.

He stressed yet again that the Government could not ask "the long-suffering taxpayer" to provide more money to underwrite a settlement. But, significantly, he cautiously avoided giving a direct answer when he was asked for a categorical assurance that the Government would not intervene and would not provide more money to end the dispute.

Although condemning the extension of the strike to the private steel sector Sir Keith was noticeably low-keyed when he answered questions about the possibility of amending the Employment Bill to deal with secondary picketing and sympathy strikes.

He claimed that despite the slowdown in the steel industry, manufacturing production fell only about 1 per cent by the third week of the strike.

Mr. Patrick McNair-Wilson (C. New Forest) said there appeared to be lingering doubts in the private sector that the Government could be coerced into intervention in the dispute. He asked for a categorical and unequivocal statement that the Government would not intervene, would not usurp management functions and would not provide any more money.

Sir Keith replied that it was "deeply" in the interests of

the steelworkers that they should become more competitive.

This theme was taken up by Mr. John Morris (Lab. Aber-avon) who asked how long the Secretary of State and the Prime Minister intended to maintain their stance of non-intervention and allow industry to bleed to death.

Sir Keith told him: "We hope that management and the unions will soon be negotiating very seriously and with good results."

From the Opposition front bench, Mr. John Silkin, Industry spokesman, said it was the Government's refusal to intervene and the inaction and complacency of Sir Keith that was leading the country into the sixth week of the strike.

Sir Keith replied that Mr. Silkin was really asking the taxpayer to find more money. Yet most taxpayers had smaller earnings than the £112 a week average of the steelworkers.

Mr. Kenneth Baker (C. St. Marylebone) said that the Lords' decision last week reversing the Court of Appeal meant that the law on secondary picketing was in confusion. He urged the Government to take an early opportunity to clarify the law and narrow the range of trade union immunities.

Sir Keith agreed that it was "deplorable" that the law should allow the private sector, where there was no quarrel between employees and employers, to be called into the BSC dispute.

Ulster talks revival attempted by SDLP

BY ST HEART DALBY IN BELFAST

THE MAIN Catholic party at the constitutional conference on Northern Ireland, the SDLP, yesterday attempted to bring the bogged down talks back to life by reintroducing into the proceedings the key concept of power sharing at the highest level.

The SDLP released a lengthy and very subtly worded position paper about local government in Northern Ireland. It reached two main conclusions.

The first was that since majority rule had not worked at a local level, it could not possibly work at the highest level which in the context of Ulster means fully devolved Cabinet rule.

Its second conclusion was that partnership (which is what it calls power sharing), at a local level has been seen to be successful in those areas where it has been executed.

The document called for "Local Government in Northern Ireland—A Portrait of Future Regional Government?" said "what can happen at local levels can also happen at central levels."

It goes on to say: "Those who deny the partnership Government of 1974 do not deny its failure, but are afraid of its success."

In other words, the SDLP is saying that it does not accept the veto of Mr. Ian Paisley, the main Unionist delegate at the conference on power sharing. The paper which in its present form will not be presented to the conference, will emphasise

the successes of local government, run by partnership.

Last week Mr. Paisley effectively quashed the motion that a fully devolved Cabinet could emerge from the current constitutional talks on Northern Ireland by saying that any Cabinet would have to be made up by the majority Unionists.

The SDLP's minimum demand was that should a Cabinet emerge as a favoured ruling body, its minimum demand would be participation at the highest level.

The SDLP's document tries to show that in district councils where there has been a partnership—namely those of Derry, Down, and Newry and Mourne districts—the areas have flourished. The common factor in these three councils is either SDLP control or substantial representation on the councils.

The document adds on the other hand that councils such as Armagh, Ballymena, Banbridge, Coleraine, Cookstown and Craigavon which are Unionist dominated have maintained sectarian attitudes and practices of the former local authorities.

Northern Ireland has been run by direct rule from Westminster since 1972. An attempt at power sharing in 1974 collapsed after five months.

There are currently 26 district councils in Northern Ireland. Their powers are severely limited but activity within them is intense because they are the only forums to which politicians can aspire.

Cool reply to Olympic Games switch

By Richard Evans, Lobby Editor

THE Prime Minister received a cool reaction yesterday from British sports officials to her suggestion that the Olympic Games should be removed from Moscow this summer following the Russian invasion of Afghanistan.

Members of the Central Council for Physical Recreation and the Sports Council both told Mrs. Thatcher in talks at 10 Downing Street that they thought the idea was impractical.

In response, he Prime Minister accompanied by Mr. Hector Monro, Minister for Sport, recognised there were great difficulties in re-siting the games but she did not think these were insuperable. She reminded the officials that around 45 countries had now called for the Games to be boycotted or moved.

The International Olympic Committee is to meet at Lake Placid on February 13 during the winter Olympics to consider the future of the summer Games. The British Olympic Committee will meet again in early March to consider the Government's attitude.

Continuing efforts will be made internationally to see if alternative venues can be found for various sports, but the indications are that these plans will not receive a favourable response from the sporting community.

OBITUARY

Lady Summerskill, social reformer

BY PHILIP RAWSTORNE

BARONNES SUMMERSKILL, a vigorous advocate of social reforms throughout a parliamentary career that spanned more than 40 years, died yesterday. She was 78.

Lady Summerskill championed many causes, achieving notable improvements in particular in women's rights, child welfare and community health. She fought a long and unsuccessful campaign to ban professional boxing, a sport she condemned in a book "The Ignoble Art."

Her Bill to outlaw the pro-

motion of professional fights was thrown out by the Lords by only seven votes. But medical checks on boxers were tightened as a result of the controversy she aroused.

She was prominent also in the long anti-smoking campaign that eventually brought restrictions on cigarette advertising.

It was the poverty encountered in her early medical practice that turned her towards the Labour Party and a political career.

She was elected Labour MP

for West Fulham in 1938, a constituency she represented until 1955 when she became MP for Warrington.

Lady Summerskill was largely responsible for the foundation of the Socialist Medical Association which pressed for the establishment of the National Health Service.

With less success she tried to introduce a new variety of fish, snook, into the British family diet.

Lady Summerskill became a Privy Councillor in 1949 and

was Minister of National Insurance 1950-51.

Though she never again held Government office, her campaigns ensured that she remained constantly in the public eye.

In the House of Lords in 1964 she brought a 20-year fight to a successful conclusion with the passing of legislation entitling wives to a half share in marital property.

Three years later, the Matrimonial Homes Act ensured that a deserted wife could not be dispossessed of her home.



Lady Summerskill

EEC textile protection statement soon

BY OUR LOBBY STAFF

THE Government hope to make a statement by the end of the week on EEC action to protect the British textile industry against imports of U.S. synthetic fibres, Mr. John Nott, Trade Secretary, told the Commons yesterday.

Mr. Nott will be attending a Common Market Council of Ministers meeting in Brussels today dealing with imports of manmade fibres.

When MPs complained that imports of synthetic fibres were putting at risk jobs and firms in Britain's textile industry, Mr. Nott agreed that "great damage is being done to sections of the fibre industry."

"I fully accept that and this matter will be discussed in the Council of Ministers meeting. I hope that by the end of the week we will be able to make a statement on the subject."

Mr. Nott said that 95 per cent

of imports from low-cost producers of textiles were covered by some form of restraint. The present problems were caused by imports from developed countries, and that was the subject of the Council of Ministers' meeting.

Although promising that the Government would do its best to support the British textile industry by seeking agreements to limit imports, he warned the industry must also take action

to remain competitive. "There are continual changes in fashion and technology going on at present and the British textile industry must respond to them. We cannot run the directors of these companies."

THE Government will not provide financial backing for a proposed world commodity centre in London, Mr. Cedi Parkinson, Trade Minister, announced in the Commons

yesterday.

He said the Government had decided that in view of the need for further reductions in public expenditure, it could not provide finance for the building of new premises in London for the established commodity organisations and an associated conference centre.

The Government is still prepared to consider any future proposal for establishing the common fund in London,

Warning to TV staff who seek franchises

BY GARETH GRIFFITHS, LABOUR STAFF

TRIDENT Television, one of the largest independent television companies, has warned its employees that if they join a group applying for the Trident franchises they should resign immediately.

The warning, which applies to all staff at Yorkshire and Tyne Tees Television, is given in a letter written by Mr. Ward Thomas, chairman and managing director of Trident.

Television unions are worried about the implications of the letter and are afraid other ITV companies will put similar pressure on staff not to be openly critical of existing broadcasting arrangements.

The letter says: "So long as they are in the employment of the company, they should refrain from any statement or comment, whether attributed to them or not, the effect of which would be to denigrate any programme contractor, the IBA or the ITV system as a whole."

Staff should also inform the company if they want to join a consortium applying for franchises outside Trident areas. They should also not allow outside activities to interfere with their duties to the Trident group.

Mr. Alan Sapper, general secretary of the Association of Cinematograph, Television and Allied Technicians described the Trident stand as an "infringement of basic civil rights."

The ACTT has supported the idea of worker co-operatives applying for the ITV franchises and the Trident letter poses a serious threat to this proposal.

Trident said the conditions in the letter were almost identical to those contained in employment contracts. The company had a right to protect its commercial interest.

They would also expand the size of the Staff Side from its present total of 22 seats to 63, and establish representation on the enlarged side on the basis of size of membership, which would give the unions an overall majority of seats.

The smaller Civil Service unions have attempted to move against the changes, but since the three unions control 16 of the present seats the vote on Thursday is expected to approve them.

Mr. Les Moody, general secretary of the small Civil Service union, has threatened to resign from the Staff Side if the changes are approved, though there is some doubt as to whether he could persuade his executive to give him full support.

The alterations, based largely on an SCPS discussion document on Staff Side structure circulated last autumn, will give formal recognition of the two separate levels of power there.

The changes would establish a separate negotiating committee consisting of officials of the three large unions. This would give them considerable say in influencing decisions on such matters as pay, which would nominally still be dealt with by all the unions individually.

Joint claim agreed for builders

By Nick Garnett, Labour Staff

A JOINT CLAIM for building and civil engineering workers, including full consolidation of all outstanding supplements and a substantial increase in consolidated rates was fixed yesterday by industrial unions.

The claim does not include a specific increase in basic rates although it does refer to the existence of a £3 an hour rate, on some sites, for some crafts-men.

The four unions on the operative side of the building and civil engineering joint board are also seeking an extra week's holiday in summer, a 35-hour week and the abolition of what the unions say are penalty clauses.

This refers to instances for example where employers cut holiday pay if workers fail to report for work immediately before or after statutory holidays—in an attempt to cut absenteeism.

The claim, due for settlement in June, also seeks substantial improvements in shift premiums and plus rates and a minimum overtime rate of double time.

The unions, who will meet employers later this month to pay, are also looking for improved travel, subsistence and tool allowances.

The four unions—UCATT, TGWU, the General and Municipal and the Furniture and Timber workers—also want severance arrangements linked to specific conditions on individual sites.

ASTMS branch backs Tories

By Nick Garnett, Labour Staff

MR. LOUDON PARKIN, a 53-year-old technologist, of Pinner, asked a High Court judge yesterday to rule that part of the 10p a week voluntary political levy paid by Harrow branch ASTMS members could go to Conservative funds and not, as the union contended, only to the Labour Party.

Mr. Parkin, backed by 16 branch colleagues, argued that union rules provided for one third of a branch's political levy to be returned to the branch to be used for its own political ends. In July, 1978, Harrow levy-paying members decided they wanted their money to go to the Conservatives.

The hearing continues today.

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JOBS COLUMN, APPOINTMENTS

'Sheep with five legs, one doubly strong'

BY MICHAEL DIXON

"ONLY THOSE earning at least £45,000 a year need apply," wrote management consultant Jo Jacobsthal, nonchalantly, from his office in Fribourg, Switzerland. By that, he added, he meant £45,000 exclusive of fringe benefits in kind.

Since the person he is seeking for the managing Board of a European multinational is a technologist - turned - senior - executive, it struck me that the £45,000 stipulation might cut out a good many capable candidates from the United Kingdom, at least. So I rang up and put the point to him.

"Ah, I know you are all badly paid in the UK," he answered, trying not to laugh. But all the same, he felt that any applicant not already earning £45,000 or more in money, would need to offer a highly cogent explanation as to why not.

"Here, you see, we are wanting not only the usual five-legged sheep, but one whose extra leg is of double strength," Mr. Jacobsthal added. What ever the deprivations of UK managers, he felt that such a creature would doubtless be among the Jobs Column's international readership.

The recruit is needed to be responsible to the £400m-turnover group's chairman for its internationally scattered pro-

duction of precision equipment and systems for industry and commerce, and also for its centralised research and development. The R and D, which accounts for about 4 per cent of turnover, is done at a site in the Benelux area where the new technical director will be based when not visiting the far-flung factories.

One of the required "legs" is managerial experience appropriate to a Board seat in a 5,000-employee group. A second is commercial-mindedness, including familiarity with marketing. Another is capability of managing both a decentralised manufacturing operation and a concentrated R and D effort. A fourth is copious know-how in engineering, preferably electrical. And the extra "leg of double strength" is scientific ability sufficient to command the respect of the high-flying research staff.

So one can perhaps understand Jo Jacobsthal's thinking that if such a person is not earning at least £45,000, then he or she must either have some clear reason for same, or be stark, raving mad.

Fortunately for UK readers still in with a chance, he has not added a further high hurdle in the form of a demand for skill in Continental languages.

Fluency in English is the only linguistic necessity, although another major tongue would be

a help, especially if it is German. The age indicator is about 38-45.

For anyone who meets these requirements, Mr. Jacobsthal adds, the last thing likely to prove a problem in further negotiations is the pay and perks obtainable in the new job. Inquiries to him at European Marketing Systems, 5 Avenue Beaumont, CH-1700, Fribourg, Switzerland; telephone (0)37 24 32 80, telex 38152. Being unable to name the employer, he - like the recruitment consultant to be mentioned below - guarantees to honour any applicant's request not to be identified to the client until permission has been given.

Sales director

"ONLY THOSE earning at least £25,000 a year need apply," says recruiter David Dumbelton, of the Dirk Degenerhart and Partners consultancy, about the sales director he seeks for a company in the double-glazing business.

Based in a pleasant city a bit more than two hours from London, the newcomer will be responsible to the managing director of the company for its whole sales and marketing activity. The job thus includes preparing marketing plans and dealing with advertising agents and other sales promotion specialists, making experience

of such activities, together with numeracy, important qualifications.

But still more important, I gather, is a record of personal success first in selling and then in sales management in a highly competitive market. And if the experience includes managing a largely self-employed sales force, so much the better. The age range is around 30-45.

Rewards will consist of a negotiable combination of basic salary, commission, and equity share to a total which, Mr. Dumbelton will not disclose.

My own guestimate would be a base salary of around £15,000 or so, with the rest attuned to raise the total to at least £40,000 or, for outstandingly qualified candidates, £50,000-plus.

Inquiries to Mr. Dumbelton at 140 Sloane Street, London SW1X 9AY; he is out and about a lot, but telephone callers should be able to trace him by way of 01-780 0341.

Free speech

"ONLY THOSE prepared to work for at most £10,000 salary need apply," says Mark Bonham Carter. But the job he is wanting to fill is, to my mind, very special indeed.

It is the directorship of the Writers and Scholars Educational Trust which exists to expose and combat restrictions on the expression of free thought, wherever and by whom-

soever those restrictions are imposed. The post is open because Michael Scammell, who has held it since the trust started in 1972, wants in concentrate on his forthcoming book on Alexander Solzhenitsyn.

Literary capability on the same scale is not essential in Mr. Scammell's successor. But an affinity for literature is required because the new director will be in continual contact with writers, both eminent and uneminent. The latter variety include many who live under regimes of one sort or another which ban free expression, and whose work is smuggled to the trust's London offices. There it is published once every two months in a magazine called *Index on Censorship*, for which the director has overall editorial responsibility although the magazine's production is in the capable hands of assistant editor, George Theiner.

Among the other nine full-time and four part-time staff are Philip Spender, in charge of administration, and experts on the Middle East and Africa, Asia, and Latin America who produce research reports as well as contributing to the magazine.

Ability to manage the staff must be combined with ability to "exploit" the trust's 16-strong council, says chairman Bonham Carter. The other 15 are David Astor, Robert Bernstein, Louis Blom-Cooper, Edward Crank-

shaw, Stuart Hampshire, Dan Jacobson, Lady Longford, Sir Roland Penrose, Peter Redda-way, Jim Rose, Evelyn de Rothschild, Lord Sainsbury, Mrs. J. Edward Steff, Stephen Spender and Tom Stoppard.

I hasten to add that by "exploiting" the council, Mark Bonham Carter does not mean squeezing them for more contributions than they make already. The £15,000 that the trust will need in addition to its already expected £90,000 income this year, will have to be found elsewhere, and the new director will be much occupied in finding it.

One source is increased sales of the magazine at home and abroad, possibly by cultivating small "agencies" of like-minded people in other countries. Another need is to make the trust and its activities far better known generally than they are today, by fund-raising and other public relations campaigns. So the director will have to be capable of drumming up popular support, and of doing so not least through the media.

"Apart from the opportunity to earn broadcasting and writing fees, and the abysmal salary," Mr. Bonham Carter says, "we can't afford to offer much more than the challenge."

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The Container Industry

The world's container industry remains a growth business, with traffic increasing at more than 15 per cent a year. The container revolution has led to a major improvement in transport productivity, but its benefits are still a long way from being fully realised.

Immense potential for growth

By William Hall
Shipping Correspondent

IN THE history of transport, the container revolution, which started in the early 1960s, has probably had a bigger effect on the industry than the transfer of ships from sail to steam.

Virtually overnight it made many of the world's ports and shipping companies obsolete. It led to the loss of thousands of jobs and a radical restructuring of the shipping industry. It has also led to the emergence of a new breed of shipowner—the anonymous leasing company.

Today, something like 2m boxes are shipped around the world and container traffic has been growing at more than 15 per cent a year. In 1979, the world's ports probably handled around 30m boxes—more than double the figure in 1973. Furthermore, experts reckon that about 80 per cent of the traditional cargo liner trades will be containerised by the end of the century. To date, only half of all the potential traffic has been captured so there is considerable scope for further

growth, even if world trade continues to stagnate.

The world's container industry remains a growth business, but like all growth businesses it occasionally suffers from growing pains—and this is what is happening at the moment. The steady growth rates of the 1970s are starting to taper off, yet there is a considerable amount of new tonnage scheduled to come on stream over the next few years. The carrying capacity of the world's conventional container carrying fleet, for example, is forecast to rise by nearly a third.

Over the longer term, the transportation of containers around the world should be more stable than other sectors of the shipping industry, such as bulk shipping. However, at the moment the shipping companies are faced with massive over-tonnage, fierce competition and rate wars on most of the important trade routes of the world. While this may be considered by the shippers as good, clean knock-about fun, if it continues for long periods it could prevent the full benefits of the container revolution being realised.

For the established shipping operators, the two main worries are the sharp rise in fuel costs and the strength of the outside competition which is threatening the stability of the shipping conference system. In the short-term, the rise in fuel costs is the more serious since it has made roughly half the world's container shipping fleet obsolete. Ships fitted with powerful steam turbine engines and designed to cruise at speeds of up to 27 knots can no longer compete with the slower, but more efficient, diesel ships.

Thus, shipowners are having to decide whether to fit new engines to ships which are less than halfway through their active life or build completely new vessels.

A large new container ship costs over \$80m these days, while the cost of new engines amounts to \$20m a ship. So, owners are opting for the latter. Nevertheless, it is not an easy decision to make, since the return on investment is far from certain given the fierce competition now in evidence.

Heavy investment

In the early days of the container revolution some people considered that the heavy investment in new ships and specialised equipment would safeguard the container shipping industry from cut-throat competition. The entry costs were too high, it was argued.

However, while container shipping is a highly capital-intensive business it has become clear over the last few years that this has not deterred outsiders from entering. Cheap shipbuilding credits have encouraged overbuilding of new tonnage. In addition, the rise of the large international leasing companies has provided many would-be container shipping companies with the necessary entrance fee. Instead of buying ships and containers, they lease them.

The established liner operators have always faced outside competition, but there are reasons to believe that the current competition is stronger than normal. Some new operators, such as the Taiwanese Evergreen Line and Tsvi Rosenfeld's Antwerp Bulk Carriers, have scored some spectacular successes in winning important customers away from the ship-

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ping conference operators. While this has upset the status quo, many companies believe that the Trans-Siberian Railroad poses a far greater long-term threat. The TSR has creased off virtually all the growth in the Far East trade during the last three years and now accounts for around 30 per cent of all Westbound container movements and 24 per cent of Eastbound movements. The stated objective of the TSR is to carry half the Europe/Far East trade. It is considerably cheaper than conventional container ships and transit times compare favourably, in many cases.

If the TSR's growth continues at its recent pace, many of the established operators will be out of business by the end of the decade. However, any solution of this problem is up to governments. There is little the shipping companies can do to protect themselves.

Already, there are signs that the shipping conference system is coming under considerable strain. The influence of formerly powerful conferences such as the Far East Freight Conference is being eroded by outside competition. And Sea-Land's recent decision to pull out of many of the conferences in the Pacific trade was another tell-tale sign that all is not well.

hate worked on the principle of charging what the traffic can bear. This is now proving to be their Achilles' heel. The chairman of OCL, Sir Ronald Swayne, recently said that the difference between the highest and lowest container rates was a factor of seven.

If all rates were brought down to the lowest level on OCL's Australasia business, it would have to give up operating. Similarly, if a mean rate was quoted which would maintain the shipowner's revenue, the lowest rates in the Australian trade would need to be doubled and much of the traffic for which freight costs represent between 12 per cent and 20 per cent would disappear.

Pricing policies

While these arguments are sound enough, the differential pricing policies mean that a determined outsider can win custom by quoting cut-price rates for high-value merchandise.

For the shippers, as opposed to the shipowners, a rates free-for-all on the world's main container routes may seem attractive but if prolonged it could lead to established operators being driven out of business and the overall quality of service declining.

Hapag Lloyd, Germany's lead-

ing shipping company, has calculated that shipping services on the Atlantic trade are costing shippers some 20 per cent more than they need to, because of uneconomic competition.

While the container revolution has led to a major improvement in transport productivity, its benefits are still a long way from being fully realised. Restrictive practices at many of the world's leading ports are hindering the most efficient use of containers.

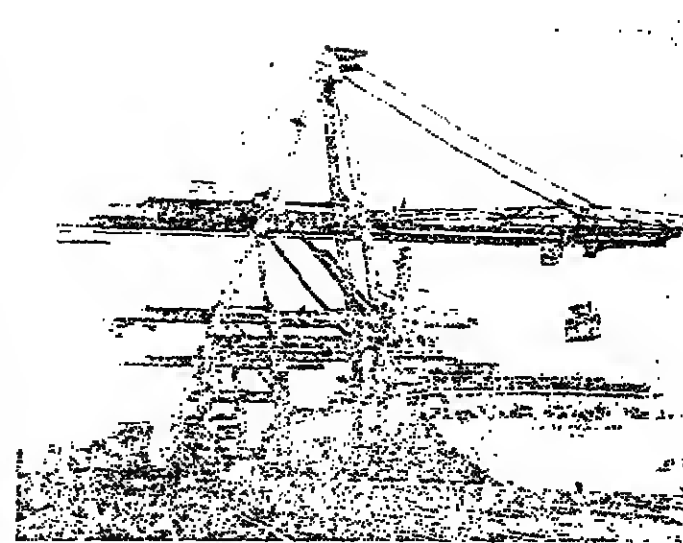
The idea of inland ports and full integration of transport systems is still far from developed. Many operators still believe that the major cost element is the transportation of a container by sea and forget to examine the costs of land transport at either end.

During the next decade, shippers will concentrate on developing a through transport system and view the use of the container in the light of such things as packaging costs, warehousing and inventory control.

While the technology is in place, the commercial development of the container revolution has a long way to go. Eventually, the focus on the ship and the port should fade as operators perfect their integrated transport systems.

In the short-term, the rise in fuel prices and land-based transport costs have meant that shippers are having to pay much more attention to such mundane matters as the most efficient ways of stowing goods in a container.

Another matter receiving attention is the large amount of water being carried around in containers. By freeze drying or powdering commodities, some shippers can also reduce their shipment costs.



Containers for the Far East being loaded at Southampton's Prince Charles Container Port, aboard the "Citi of Edinburgh," operated by Ben Line Containers. Southampton is Britain's principal deep sea container port, handling more than 200,000 units last year.

WORLD CONTAINER ROUTES

	Annual traffic capacity ¹	No. of ships	Vessel capacity ²	% of world fleet
N. Europe-ECNA*	1,532	46	53	13.7
WCNA*Far East	1,468	74	83	20.6
Europe-Far East	988	41	93	22.9
ECNA*Far East	329	24	35	8.6
Europe-Australasia	265	21	33	8.2
Europe-Middle East	242	18	18	4.4
Far East-Australasia	206	12	12	3.1
Europe-South Africa	186	5	12	3.0
Total deep-sea	6,184	302	402	100.0

* WCNA—West coast, North America. † ECNA—East coast, North America. ‡ Capacity in '000 TEUs (20 ft equivalent units). Source: R. P. Drewry (Shipping Consultants), 1978.

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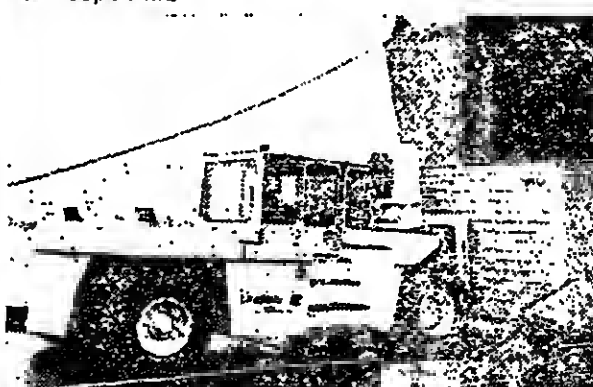
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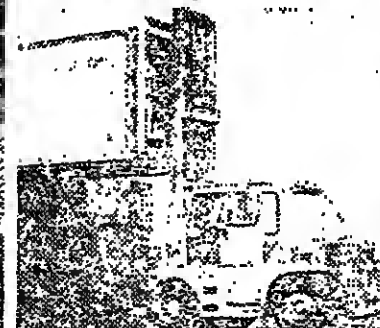
Low-profile Ro-Ro

Lansing Henley Hermes 25TR is rugged, compact and powerful—and its 2675mm (113") height gets it into many two-deck spaces that other trucks can't cope with.



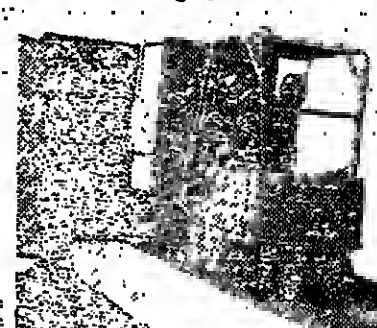
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Lansing Henley's versatile Hercules range is used worldwide for precise, swift, economical stacking of empty containers. Choice of most lift heights and optional handling attachments.



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Lansing offer a variety of compact, rugged electric trucks for handling all kinds of container loading and unloading. Ability to handle other tasks as well makes them highly cost-effective.



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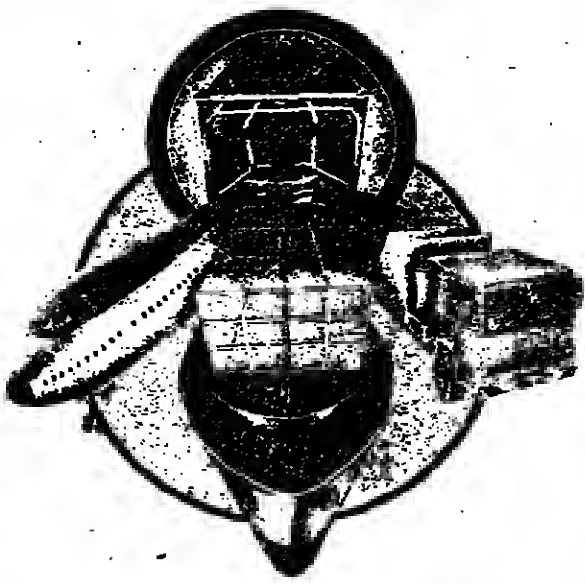
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Pressure on labour relations

TRADE UNION officials are convinced that the relative peace in the container industry over the past few years is under considerable pressure and could break down at any time. They argue that employers' optimism is based on false premises and that conditions have not really changed since the mid-1970s.

The problems of labour relations in the container industry are linked to those of the dock workers. Employers and workers at almost every stage on the freight handling chain, from the time a ship ties up to delivery to the retailer, are dependent ultimately on what happens at the docks.

The problems there were seen as crucial by both the industry and the Transport and General Workers Union at the time of the Dock Work Regulation Act's introduction in 1976 and the 1978 Dock Labour Scheme.

The two-year struggle started with the Act and finished with the union's defeat over the practical details of the Dock Work scheme in 1978. The scheme, if passed, would have meant the extension of the employment of registered dockers to handle all cargo within a half-mile corridor extending inland from the port.

Dockers felt that they needed the guarantee of handling work because of the dramatic shrinking of the job market caused by containerisation. The container revolution in the 1980s and 1970s has brought a reduction in the numbers employed in the docks, from 130,000 in 1966 to 76,000 in 1976. The National Port Council in a report last month forecast a further drop to 55,000.

The decline in the amount of work in the docks is mirrored by a working guide the National Port Council uses to measure the effects of introducing a container agreement. The

Connell says that one man in a container depot can do the work of seven or eight in non-containerised ports.

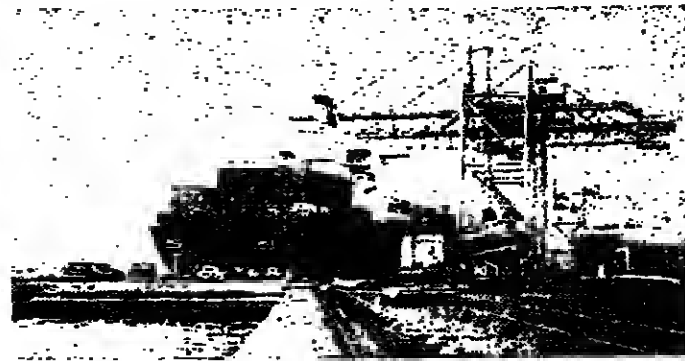
This reduction over the past ten years has meant that the collective arrangements concluded by the Transport Workers have been overshadowed by manpower cut backs. The development of depots outside the dockland areas exacerbated the general insecurity, although employers argued it meant increased employment and an economic use of resources.

The container industry's confidence was hit severely in 1976 when dockers' members of the union blocked the lorries of about 150 barge companies serving container depots. Even more striking was the incident, in 1972, when London dockers were jailed under an order of the then National Industrial Relations Court over the picketing of a cold store plant.

To prevent such union squabbles the Transport Workers persuaded the Government to introduce its Dock Work Regulation Act in 1976. The Act has enjoyed an unbroken status because of the changing political fortunes of the period and the uncertainty over the state of the law has led to trade union worries.

Consultations

The Government is engaged in consultation with the unions and the cargo handlers over implementation of the 1978 Act. Mr. Patrick Mayhew, Parliamentary Secretary with responsibility for legislation at the Department of Employment has met both sides for tentative discussions about the regulations on dock work. The Department of Employment says it will be some time before a decision is reached



The container revolution has brought a dramatic shrinkage in the job market for dockers. Above: Atlantic Conveyor container ship being loaded at Le Havre

because of regional differences.

In general, the Government remains opposed to the idea of the dock labour scheme, which provides the cornerstone of the move to give container work to dockers.

But an important question over this attitude was raised by the decision in November to add Hunterston on the Clyde to the list of about 200 dock labour scheme ports.

The dock scheme has strengthened the union's negotiating role, with all dock work done by registered dock workers in the main and the registration of employers. Ports outside the dock scheme with strong container traffic, such as Dover, Portsmouth and Felixstowe, have less tight job security and a degree of greater flexibility.

Both unions and management now accept that the container revolution has come to stay. Union tactics are to try to secure the strongest possible deal for their members with tough bargaining. The Port of London Authority, which has increasingly shifted the centre of its activities to Tilbury and further to be nearer the sea, estimates that the wage rates

for dockers in containerised work is about 30 per cent higher than for dockers working in the declining enclosed docks system.

The authority says the higher skills required of the dockers in handling a wider range of machinery account for part of this differential as does greater productivity, but a high proportion is due to the price the employer had to pay for containerisation's introduction.

In Liverpool, the Mersey Docks and Harbour Company, the port's operating authority, prides itself on consultation procedures introduced to involve unions in discussions and decisions over working practices and new equipment. The harbour company says this has led to a good working relationship and acceptance by the workforce of the value of the container industry.

One of the main pointers to the employers' hope of a trouble-free period in the industry was the agreement reached over the Didcot inland container clearance depot. Southampton dockers, after almost a year of discussions, agreed in December to allow freight operations

although the agreement may also be extended to the rail terminal within the Didcot depot.

Leaders of the dockers' section of the Transport Workers have urged the Government to clarify the position over container work that is to be dealt with by their members. They have emphasised that nothing has changed fundamentally since the last round of union disputes and the position could be made even worse by the downturn in economic activity expected this year.

At present, the handling of freight containers can be done by any group of workers and many employers have found it cheaper and more convenient to set up premises outside dockland. Transport Workers' officers say there has been an amount of cowboy practice in the industry and this has not altered since the mid-1970s. One dispute could cause the whole position to deteriorate markedly and very quickly, they say.

The prospect of intra-union conflict with its particular intensity and destabilising effect on industrial relations is a possibility both employers and unions view with horror. However, the Government does not intend to rush through any measures which would tacitly expand the dock labour scheme. Employers, notably the Cold Storage Federation, have strongly and consistently opposed the dock labour scheme's imposition on the industry.

While the union argues that the introduction of a corridor will alleviate the problems caused by the redundancies stemming from containerisation, the employers are afraid of the monopoly power this would give the unions. They also say it would be unfair for a dockworkers' union to control jobs

THE WORLD'S TOP 10 CONTAINER PORTS

	TEUs	Annual % increase
New York	2,100	9.9
Rotterdam	1,594	21.1
Kobe	1,447	6.4
Hong Kong	1,226	9.7
San Juan	1,112	41.4
Oakland	882	12.5
Seattle	645	6.8
Hamburg	608	27.4
Bremen	576	13.4
Kaohsiung	570	61.5

* 20 ft equivalent units.
Source: Containerisation International (1975 figures).

that, economically, should be located inland.

The fundamental problem in labour relations in containers remains unanswered: should the workforce at the point of entry dominate and control the distribution, particularly in view that its numbers are declining? The question takes on an added twist when the people who are doing container jobs inland are also members of the same union.

The Government is caught in a difficult position over what it should do when it has completed its consultations, possibly by the end of the year. A decision not to introduce a corridor means the continuation of the possibility of a Transport Worker's strike up. The alternative—to introduce some sort of Dock Regulation scheme—would run against all the Conservative Party's pledges and attitudes while in Opposition.

Gareth Griffiths

WORLD CONTAINER SHIP CAPACITY

in '000 TEUs (20 ft equivalent units)

	1976	1977	1978	1979	On order	As a percentage of existing fleet
Full container	348	387	459	510	148	29
Part container	23	23	54	78	31	40
Container/Ro-Ro	53	60	88	122	63	52
Container/Barge	24	24	23	25	2	7
Total	448	493	624	734	244	33

Source: H. P. Drewry (Shipping Consultants).

Problems for operators

AS A GENERAL RULE, liner shipping services are the last to feel the effects of a shipping recession and the last to recover—a trend that is certainly true at the moment.

Rates for "dry bulk" carriers have more than doubled over the past year but the liner trades (roughly half of which are containerised) are still battling with the worst recession since the 1930s.

Overseas Containers (OCL) is Europe's biggest container shipping company, and therefore provides a good barometer of the industry's fortunes. In 1976-1977, OCL made pre-tax profits of £53m. Then, in 1977-78 it made profits of £36.7m, and stockbrokers are now forecasting that its profits for 1978-79 and 1979-80 will fall to £27m and £19m respectively.

At the other end of the spectrum, Bell Lines, one of the few specialist short sea container operators, has reported that its turnover in 1979 rose by nearly a third, but profits were the lowest for five years. Wherever one looks around the container shipping business, operators are finding it tough going.

Last year there were no spectacular collapses to match the demise of the Pacific Far East Line in 1978, but if the recession continues to drag on for much longer, other shipping companies could go to the wall. Already, one or two small operators such as Bavaria's Overseas Continental Container Line has had to "temporarily" suspend their container shipping services.

There are four major problems confronting the established container shipping operators. The first, and most viable, is the rather embarrassing fact that roughly half the world's large container fleet has been made obsolete by the latest oil price rises.

The second problem is that outside competition from both conventional and less conventional sources, such as the Trans-Siberian Railway, has become increasingly important and this competition is undermining the stability of the shipping conference system. Finally, there are the twin problems of massive over-tonnaging in certain trades, plus the sluggish growth of world trade generally.

Oil prices

All four problems are interconnected and cannot be viewed in isolation. The most pressing problem for operators, however, is the rise in fuel costs. A large proportion of the container ships now in use were built before the first of the OPEC oil crises, in 1973. They were designed to cruise at up to 33 knots, because speed, rather than fuel economy, was a key factor in successful container shipping operations.

As a result, the sharp rise in fuel prices has hit shipping companies harder than most. During the last six years bunker costs have jumped from \$18 per ton to \$190 per ton. For a large container ship, burning 400 tons a day, this is equivalent to an extra \$25m a year.

Many of the ships built before 1973 were equipped with powerful steam turbines. Because of the sharp rise in oil prices, these are no longer economic. Outside competitors operating cheaper, diesel

powered vessels, burning only half as much fuel, are making inroads into the traditional markets dominated by the conference lines.

A growing number of the large operators are being forced to re-engine their ships with cheaper diesels. This is both a costly exercise (up to \$20m per ship) and means that ships have to be taken out of action for at least six months at a time.

Given the poor financial returns that are being achieved, many container ship operators are finding it difficult to justify a decision to re-engine, since for some, it means paying almost as much as the original cost of the ships.

Tough competition

OCL and Ben Line Containers have already taken the plunge. Others will soon follow or face being driven out of business by the competition. In the old days, shipowners could rely on the shipping conferences to stabilise the cyclical nature of their business. However, this is no longer always true.

A number of outside competitors have started to appear. Some are fringe concerns that are here today and gone tomorrow. However, there are others that pose a longer-term threat. The two names most frequently mentioned are those of the Taiwanese Evergreen Line and the Mr. Tavi Rosenfeld's ABC Containerline. Both pose special problems for the established shipping fraternity.

Of the two, Evergreen Line is probably the biggest thorn in the side of the established operators. It has been rapidly expanding its fleet and its carrying capacity should overtake that of OCL over the next year or two. Its fleet is considerably more modern and fuel consumption give it a competitive edge. Its latest ships—four 1,900 TEUs (20 ft equivalent units)—will be operated by a crew of 16 which compares with figures of 36 for large rivals, such as those operated by OCL. One major shipper, Ford (UK) has already deserted the conference lines for Evergreen.

The other controversial figure among the established operators is Mr. Rosenfeld and his ABC Containerline. He has a lucrative long-term contract for the transportation of mineral sand from Australia to the U.S. Gulf and is using this to subsidise the carriage of containers, as well. Some operators see the combined bulk/container concept as the shape of things to come. Others argue that it is too inflexible and claim it cannot provide the same level of service as a "pure" container operation. Nevertheless, ABC has been under-cutting the conference operators and feels sufficiently confident to plan the introduction of another six bulk/container ships.

The other big problem for the established operators is the serious over-tonnaging that is now emerging. There are different estimates of how many pure container ships there are around. According to H. P. Drewry (shipping consultants) there are just over 400. Lloyd's

Register of Shipping puts the figure in mid-1979 at 594 or around 10m registered gross tonnes. In addition, there are another 300 or so part container/roll-on-roll-off vessels.

During the last few years the world's container fleet has been growing by around 15 per cent a year. In addition, there is a big backlog of new orders which will ensure that it will continue growing at much the same rate in 1980 and 1981.

According to Fairplay's World Ships on Order, there are 303 container ships of 4.1m dwt due for delivery over the next couple of years. This is equivalent to 7.2 per cent of the total world ship orderbook. And while this may not sound a lot, it must be remembered that container ships only account for 21 per cent of the world's tonnage.

H. P. Drewry estimate that during the next three years the world fleet of full container ships will increase by nearly a third (based on carrying capacity). Given the sluggish outlook for world trade and the fact that most container trades

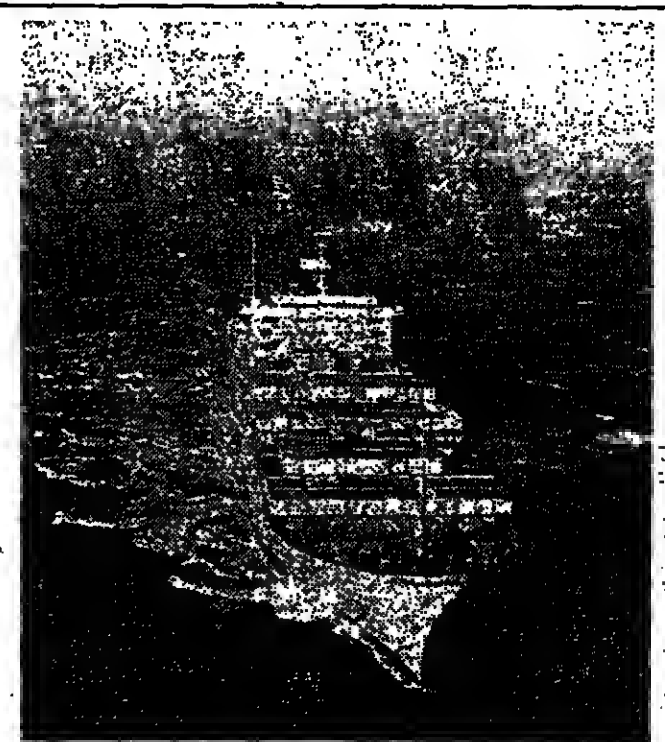
WORLD CONTAINER SHIP FLEETS

	No.	Gross tons
UK	85	1,773
U.S.	95	1,786
Japan	58	1,392
Germany	45	1,024
Denmark	16	489
France	10	391
Liberia	33	344
Singapore	33	339
Netherlands	12	313
Panama	35	282
Other	164	1,878
Total	594	9,986

Source: Lloyd's Register of Shipping.

have reached maturity, the outlook for the container shipping companies is far from encouraging.

William Hall



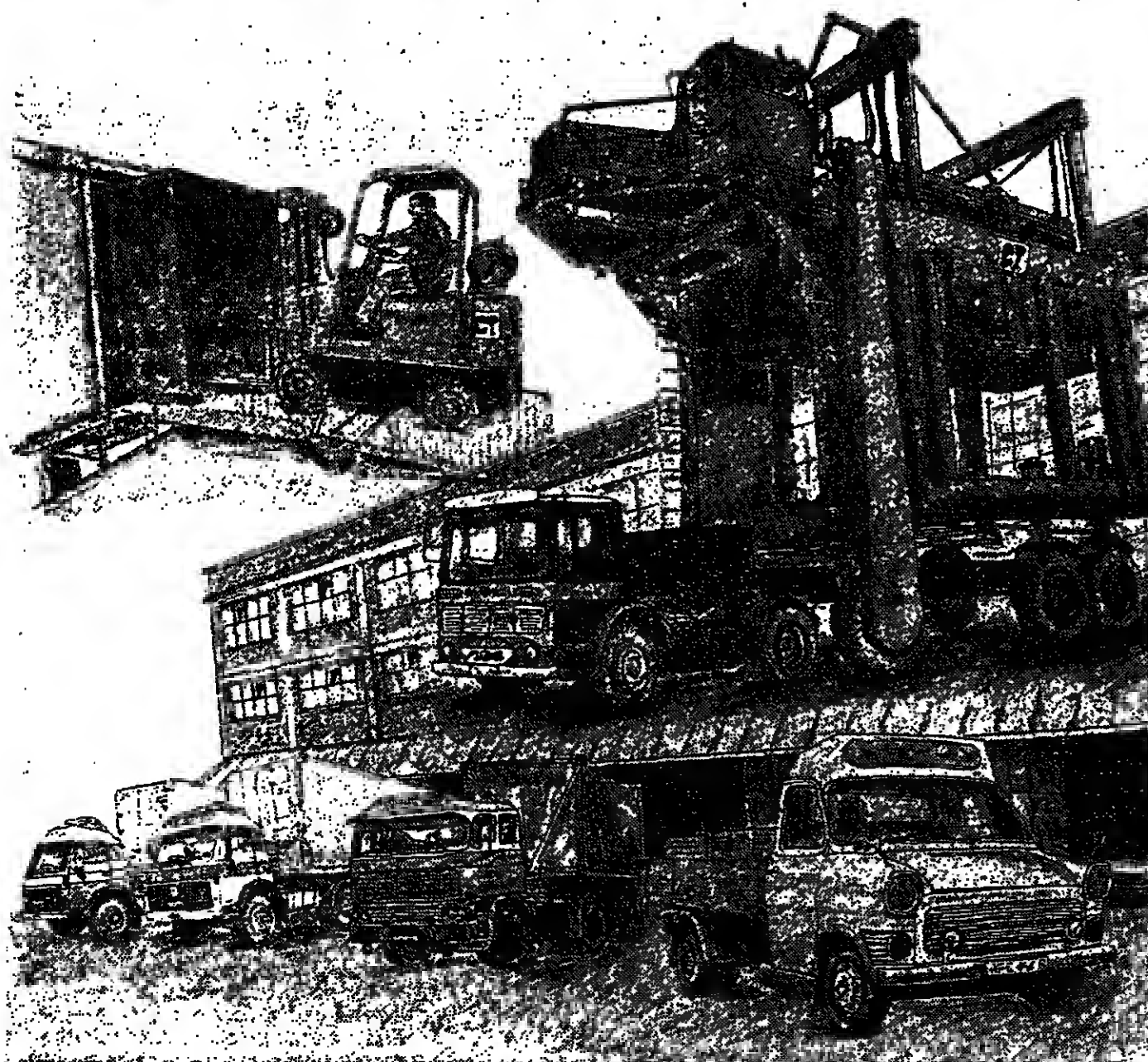
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Automated handling provides hope for manufacturers

AUTOMATION OF container handling is the target of much of the new technology now being developed, often based on microprocessors, for the international container industry.

Progress in the field is essential, particularly in current market conditions where container capacity—in the manufacturing works and in container using companies—has outstripped demand in the trough of one of the industry's traditional cycles of economic activity.

In Britain, the trading position for the 15 main manufacturers of containers and their customers has slumped dramatically. Manufacturers reported towards the end of last year that orders for the year were almost a third less than for 1978.

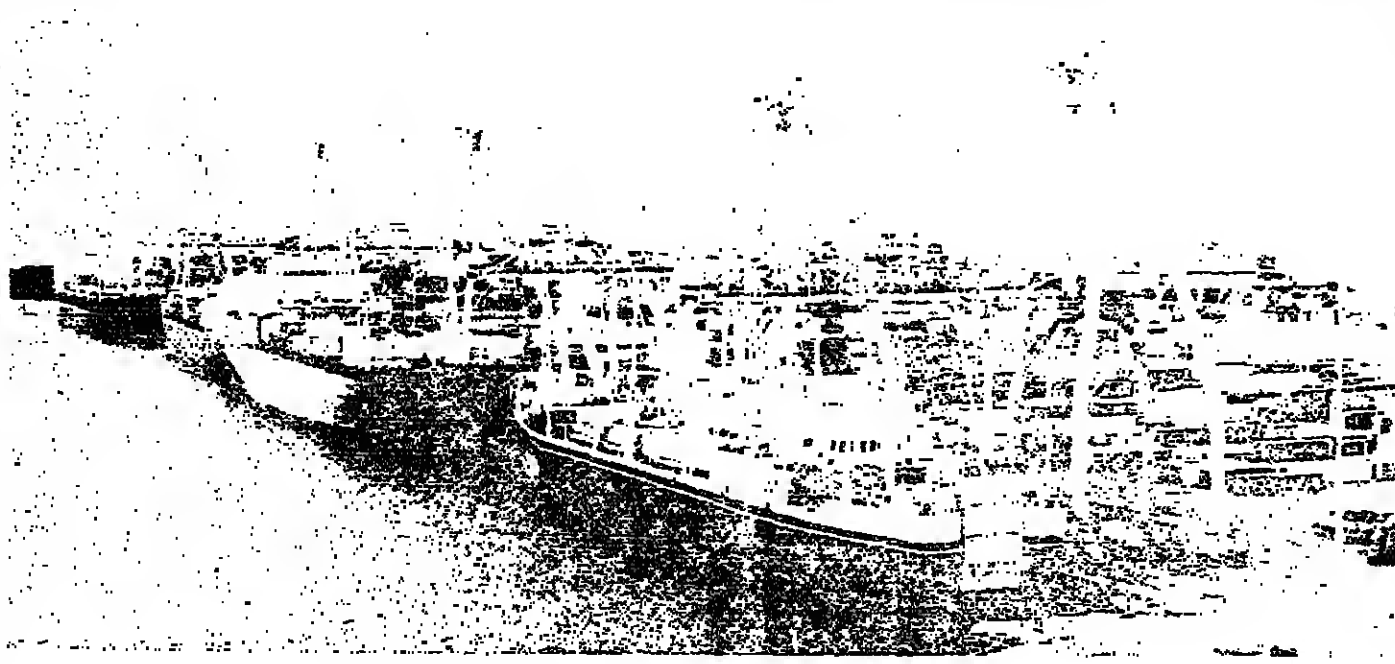
The rising value of sterling against most other world currencies has hit exports of containers. But foreign competition, particularly from the developing nations of the world, and an increase in the use of technical advances in the more prosperous developed nations, have also had an impact on the British industry.

One of the essential steps towards ensuring efficient container handling is to try to achieve maximum utilisation of existing equipment—containers and the cranes used for handling at docksides and inland ports.

An advanced example of this is being installed in Seattle, U.S. The technique involved is known as a "computer-based crane monitoring system." It is designed to increase the efficiency of maintenance operations where these are unavoidable, to reduce maintenance requirements through more efficient working and to extend the life of equipment, as well as to increase the availability of equipment.

The technique uses a computer to monitor the output of a series of sensors located at crucial points around the crane. Motors, generators and vital structural parts of the crane are all wired with sensor equipment, and as many as 70 points are covered.

The sensors provide the computer and the maintenance engineers with a constant flow of data on oil temperatures and pressures, crane engine speeds, hydraulic oil pressures and general vibration which can shorten the life of components.



Liverpool's Royal Seaforth Container Terminal

and lead to premature crane failure and unplanned stops in container-handling operations.

A remote terminal unit, using electronic processing technology, is designed to analyse incoming data, but also acts as a link between the crane sensors and the so-called "central station"—based on a small computer which finally makes possible an analysis of use in container handling management.

Relevant data

The central station unit provides detailed maintenance logs and reports as well as analysing, storing and displaying all data relevant to the improved maintenance of each container handling crane.

Of particular value to management are the comprehensive reports of individual crane performance. These are consolidated over a period, and management is given an accurate record of operational time variations from crane to crane.

Further analysis of these records enables management to identify those cranes that are not performing satisfactorily—and the reasons for the poor performance.

The system has the potential for avoiding disorderly downtime on cranes and enabling management to start a preventive maintenance programme on the basis of known facts.

Freightliner has examined proposals for a modified container transfer system from British Rail research and from West Germany.

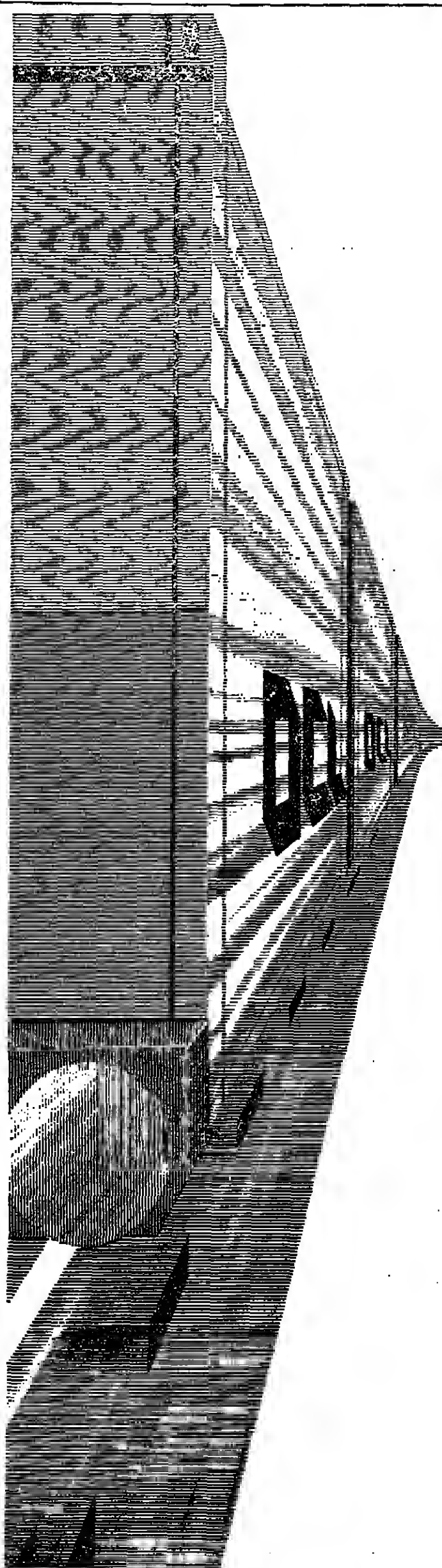
The German proposal—known as the ULS container transfer system—was conceived by the West German Ministry of Research and Technology. The development contract was shared between Forster Technische Forschungsgesellschaft and Verkehrswissenschaftliches Institut. A prototype was exhibited at a transport equipment exhibition last year. PFG is to continue development of the work with M&K Kiel.

The ULS system, like the

British Rail proposal, is designed to transfer a loaded international size container from a rail car to lorry or vice versa. The power for the six axle wagon comes from a direct hydraulic system.

The British Rail research concept—known as the "designed" system—is designed to improve the competitiveness of rail container systems against competition from road transport. It is being developed to the hardware and systems design stages. The proposed rail-mounted transfer car may cost approximately £250,000 and is put into production.

Lynton McLaren



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WORLD'S TOP 10 INLAND PORTS

Rank	Port	TEUs
1	Amsterdam	2,160
2	London	1,584
3	Antwerp	1,447
4	Rotterdam	1,220
5	Frankfurt	1,112
6	Paris	682
7	Brussels	649
8	Geneva	576
9	Basel	570
10	Frankfurt	514

equivalent units containerisation in 1978 (thousands).

RS

CONTAINER FLEETS

Rank	Fleet	No. Containers
1	Amsterdam	55
2	London	55
3	Antwerp	55
4	Rotterdam	55
5	Frankfurt	55
6	Paris	55
7	Brussels	55
8	Geneva	55
9	Basel	55
10	Frankfurt	55

Source: Containerisation International.

William H.

An unsettled year at Freightliners

FREIGHTLINERS, the British Rail container transport subsidiary which operates a fleet of 7,000 containers, is likely to show a £1m trading profit for last year, despite a £400,000 loss for the first six months.

The loss was attributed to the strike by drivers employed by the Road Haulage Association's member road transport companies. The strike cut Freightliners' expected revenue by over a third from £1m forecast to £5.5m. This resulted in a trading loss of £1.5m for the first two months of last year.

Mr. Cyril Bleasdale, the managing director of Freightliners, however, said that the company's turnover had recovered from the second quarter last year and in the second half of the year turnover rose by between 4 and 7 per cent compared with the same period in 1978.

The unsettled year came at an unfortunate time for Freightliners. In 1978, it had once again been forced to move its corporate home. The Transport Act 1978 called for Freightliners to be transferred from the State-owned National Freight Corporation back to British Rail, its original owners.

The "freightliner" concept in Britain had been introduced into British Rail in 1965, with the establishment of a system of terminal-to-terminal container trains.

Union drivers last winter ripped the surface of what would otherwise have been a smooth transition in its first full year back in British Rail.

Freightliners made a trading profit of £1.5m in 1978 but this was after allowing for the financial restructuring of the former parent, the National Freight Corporation and the transfer of the container company back to BR.

On a basis of no restructuring, the trading profit would have been £1.4m in 1978, compared with £1m in 1977. The company's revenue rose from £46.1m in 1977 to £51m in 1978 and Freightliners expects to report a turnover for 1979 of £60m.

The forecast turnover for this year is around the £74m mark.

Confident

In the longer-term, the company is confident that the continuing rise in the price of fuel, especially diesel fuel for lorry transport, will favour its integrated road/rail unit container transport system.

However, Freightliners is on content to wait only for this change to come about, although Mr. Bleasdale is certain that the rising price of fuel has started to swing business away from the roads his way.

Behind these structural changes in haulage arising from the fuel increases, Freightliners is steadily concentrating on developing the side of its business based on maritime trade. The basis for this mar-

keting strategy is clear. Britain's gross national product is growing at a slower rate than that of world trade in general.

Another bonus arising from a concentration on this sector as the most profitable part of Freightliners' business, is that few of their containers are involved.

The company estimates that UK-based trades accounted for 53 per cent of its turnover in 1974. By this year the proportion of turnover coming from this sector is expected to have fallen to 33 per cent, with the balance coming from the handling of containers from overseas.

Nevertheless, the rising price of diesel fuel and the possible impact that may have on the popularity of a reliance exclusively on road transport, remains one of the most significant factors likely to determine Freightliners' fortunes in the 1980s.

Mr. Bleasdale said last month that he estimated that for every 10p increase in the price of diesel fuel, Freightliners stood to gain an estimated, potential increase in revenue of 1 per cent.

The validity of this formula is likely to be severely tested in the coming months as trade slackens further in Britain and other parts of the world, with a corresponding decline in the total volume of freight available for transport.

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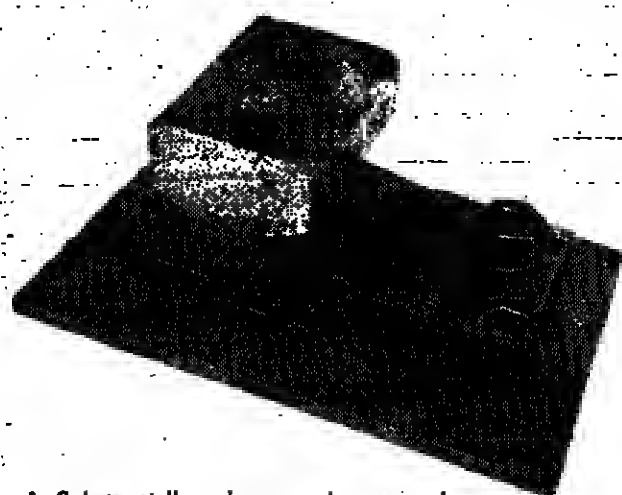
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THE CONTAINER INDUSTRY IV

A steady increase in air cargo

AIR CARGO traffic continues to expand. According to the International Civil Aviation Organisation, during 1979 the scheduled airlines of the 144 member states are estimated to have flown 27.7bn tonne-kilometres of freight, or about 7 per cent more than in 1978.

While slightly lower than in each of the three preceding years, the 1979 growth helped to sustain an average annual expansion of between 9 and 10 per cent for the decade as a whole, some good years in the early and latter parts of the decade more than offsetting a brief period of very slack growth around the time of the first oil crisis in 1973-74.

Several factors lie behind this growth, which is expected to continue into 1980—although many in the air cargo business are looking with growing concern at the continued rise in fuel costs, which is now in fact the biggest single worry for the entire world air transport industry.

These rising costs will have to be reflected sooner or later in dearer cargo rates, as they are also in passenger fares, and the big question is just how far such increases in rates will deter either existing or would-be shippers.

One of the major factors behind the past cargo growth, and one likely to stimulate expansion in the future, is the increasing awareness being shown by airline managements of the value of air cargo, and the prospective contribution that it can make to overall revenues.

The need to maximise revenues from all sources at a time of financial squeeze, created by continued pressure from consumers for cheaper rates despite continually rising costs, is causing many airline managements to look more closely at their cargo activities.

This is reflected in growing competition, especially among the scheduled airlines which carry substantial tonnages of cargo in the belly-holds of their wide-bodied passenger aircraft.

The rapid spread of this type of aircraft throughout the world during the past decade has been another major factor behind the growth of cargo traffic. By the end of 1979, well over 400 Boeing 747s alone were in service world-wide, with a backlog of another 100 or so awaiting manufacture and delivery, and with orders still flowing in.

If the increasing numbers of both Lockheed TriStars and McDonnell Douglas DC-10s are also included, the world fleet of active, wide-bodied jets in service at the end of 1979 was about 800.

Wide-bodied jets

By far the majority of these jets are in the fleets of the scheduled passenger airlines, creating a massive cargo potential that those airlines are now increasingly exploiting. These wide-bodied jet holds are eminently suitable for containers, which can be pre-packed by freight forwarders with a wide variety of goods, and as a result, along with the development of the wide-bodied jet, there has been a rapid growth over the past decade in the number and importance of the freight forwarders in the air cargo business.

Increasingly, the airlines, as costs of all kinds rise, are tending to want to concentrate on airport-to-airport activity—the flying segment—leaving it to the freight forwarders to handle the surface collection, packaging and distribution of the cargoes.

It is estimated that about 90 per cent of all air freight is now handled by freight

forwarders, making extensive use of containers of various sizes. It is significant also that most of the air cargo that is handled by the freight forwarders is collected, packed and taken to the airport, and subsequently distributed to final destination, by road.

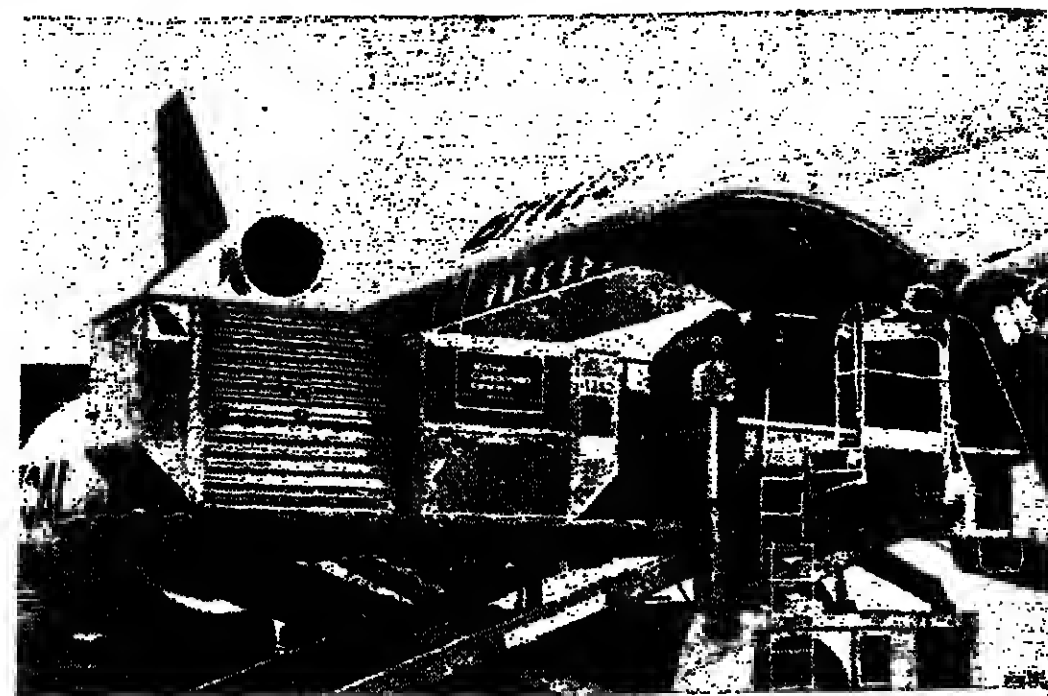
Long hauls

Another significant feature of this scheduled air freight carried by wide-bodied aircraft—and even in that carried by narrow-bodied jets—is that the greater part of it is long-haul. While some air freight is carried over short hauls, the competition from surface truck and rail transport, particularly on very short routes in Western Europe, is intense.

Also, it is only comparatively recently that wide-bodied jets, such as the A-300 Airbus and the Lockheed TriStar, have come to be used extensively on short-haul routes, providing bigger cargo capacities than those available earlier in the holds of smaller narrow-bodied jets such as Boeing 727s, 737s or British-built Tridents.

As more Airbuses become available, it is likely that the scheduled airlines will seek to utilise this cargo-hold capacity, and some intensely-competitive rates may emerge in order to woo shipments away from surface transport.

In addition to the scheduled airlines—some of which also operate regular all-cargo flights both with wide-bodied and other types of aircraft—there is a much smaller number of specialist, independent all-cargo airlines, such as British Cargo Airlines, Tradewinds and Redcoat in the UK, and Flying Tiger and Seaboard in the U.S., and Cargolux on the Continent. These operators have prospered in the past few years, as a result of their entrepreneurial flair in detecting and developing new markets, not only in areas served by the passenger scheduled airlines but also elsewhere.



Passenger airlines are steadily developing the massive cargo potential of wide-bodied jet holds which are eminently suitable for cargo containers. Above: containers being loaded aboard a British Caledonian DC-10 passenger aircraft at Houston, Texas

Despite the growth of the scheduled cargo operations, these specialist independents are always likely to be needed, if only for their ability frequently to respond more quickly to ad hoc requirements for carrying difficult loads to difficult places.

Michael Donne

Leasing market dominated by U.S.-based companies

LEASING HAS played a prominent part in getting the container transport system going since 1968, when a Moscow conference set international standards. Unsurprisingly, the U.S. had led the way, as it led the way in the early 1960s in the development of the container idea itself. Leasing also caught on in Europe from the early 1970s, where leasing of rail-cars was a well-established tradition by private investors and institutions.

The UK was slower in getting off the mark, and container leasing did not begin in any substantial way until the mid-1970s. Because the banks were not interested in this form of investment—in sharp contrast to the U.S.—UK leasing developed a peculiar form. It was aimed purely at the private individual, and the tax advantages were heavily promoted to

obtain lessors. As a result there was a great deal of ill-considered investment and in the past few months the market has been severely affected by the financial collapse of Edward G. L. Carter and Company.

Immediately after the Moscow conference, most of the containers were owned by shipping lines and other users. However, as the boom in their use developed, leasing rapidly became the way to allow the users to farm out the heavy capital investment.

According to Jane's Freight Containers, lessors owned 20 per cent of containers in 1970, between 30 and 35 per cent in 1974 and their share is about 50 per cent. Industry estimates put the total number of containers in 1978 at nearly 2m, 20ft equivalent units (TEUs), with leasing accounting for about 1m. The leasing market is dominated by seven U.S.-based companies which were early in the field and now control about 85 per cent of the market.

World leaders

The biggest is CTL, with 200,000 TEUs in 1978, followed by Sea Containers, with 150,000 TEUs, and Flexi-Van with 125,000. SSI, Interpool and ICS all had more than 100,000 TEUs in 1978, while X-Tra had 80,000. The growth of the U.S. leasing companies was fuelled by the U.S. Investment Tax Credit, which encouraged individuals, and, more importantly, companies, to become lessors to lessen their tax burdens. Banks are heavily involved in the process, putting together large blocks of containers for clients and passing them over to the leasing companies for management.

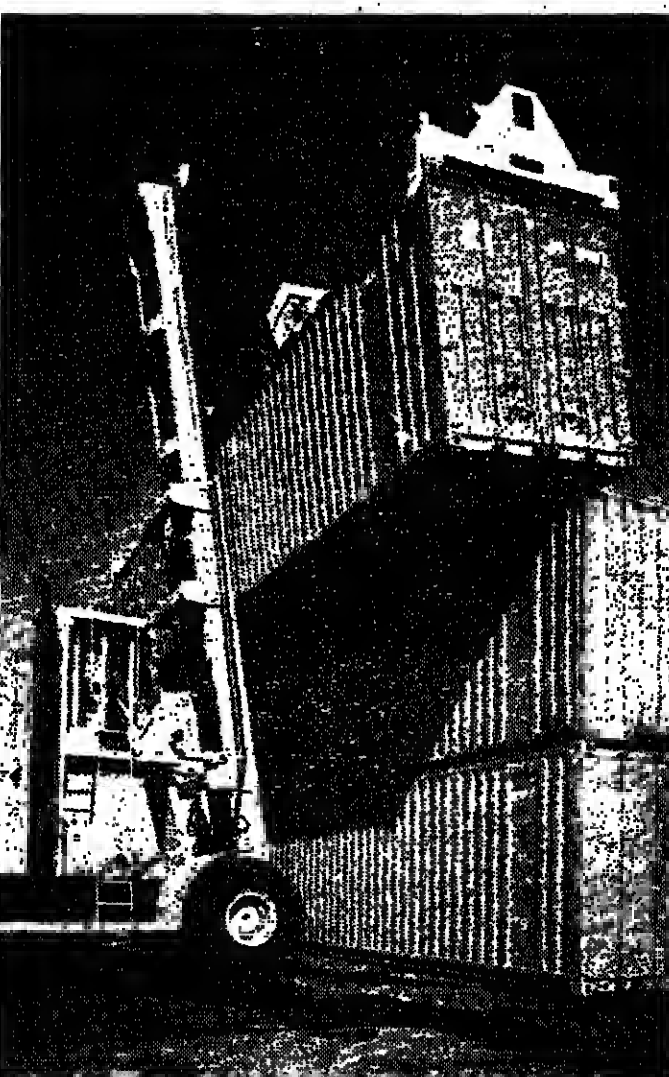
By contrast with the U.S., the UK leasing industry is minuscule. There are no reliable estimates as to its exact size, but the assumption in the industry is that it totals only about 20,000 TEUs. This is remarkably small, considering the UK ports are third in the international league table in handling container traffic after the U.S. and Japan.

Probably a key reason for the smallness of the leasing market is the lack of interest shown by the banks, who do not regard containers as collateral for loans because of the difficulty of keeping track of them.

Nevertheless, in the mid-1970s the UK became a fertile ground for attracting private investors to become lessors. This was because in 1972 the Government had introduced 100 per cent first year capital allowances.

This meant that lessors could reduce taxable income by their spending on containers in the year the container was bought. With marginal rates rising to 98 per cent, there was every incentive to do something with the money—anything rather than hand it over to the Government.

Containers, where the leasing companies were advertising rates of return of typically between 15 and 20 per cent a year on the investment,



Containers at the West Africa terminal at Tilbury Docks, London, being moved with a Hyster container-handler. This equipment has a lifting capacity of 80,000 lbs and is supplied by Barlow Handling Rentals at Maidenhead.

appeared highly attractive. In fact, tax considerations aside, 15 to 20 per cent is not very spectacular on a depreciating asset. But £800 a year from a £2,000 container is extremely good. A buyer has only to put up £400 of his own money—the remaining 80 per cent representing unpaid tax.

Fragmented market

The bare bones of the tax concession were worked over by accountants and tied to a number of schemes to reduce tax liabilities still further. With heavy promotion, investors rushed into the market without paying much heed to the specific terms of their involvement. The lack of discrimination led to a field-day for the leasing companies and to a very fragmented market.

There are now at least 20 different companies competing for business and few of them manage more than 3,000 containers. And with lessors concentrating on returns to the exclusion of all else many of the companies take advantage by selling the containers on from the manufacturers at very substantial mark-ups, at

the same time taking money with the order rather than on delivery.

This all puts much more emphasis within the companies on selling containers to lessors rather than managing them once they are bought. Some of the companies have little management experience, running into difficulties as they lease containers to poor shipping lines or dubious destinations where risks of losing containers are greater.

With this shaky sub-structure, it was hardly surprising that the financial collapse of Edward G. L. Carter and Company in October precipitated a crisis of confidence among lessors and potential lessors. Several of the companies are aiming to set up competing institutions and associations to "clean up the industry," but it is likely to prove an uphill struggle to establish a better image among investors.

In fact it is likely that the UK industry will not recover fully from the shock until the banks, or other financial institutions, move into the market to perform the functions they perform in the U.S.

David Freud

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Christopher Lorenz on why and how Fichtel & Sachs, a German engineering company, is installing a highly sophisticated planning system

'Scientific management' with a human face

"SCIENTIFIC Management" is one of the most discredited terms in today's business world, thanks to the failure of so many prize-winning "systems". In the early 1970s, not only in planning, but a whole panoply of quantitative techniques in other areas.

Not so in Fichtel & Sachs, part of the famous engineering empire which Britain's GKN was going to buy two years ago from Gunter Sachs and his family, until the deal was vetoed by Germany's anti-trust authorities.

At F & S—as it is generally known—top managers proudly claim that their new planning apparatus represents a step on the road to true scientific management. Over the past four years the company has built up a system worthy of the most highly and sensitively "engineered" American multinational many times its 17,000-man size.

Far from being an exercise in the latest impractical consultancy theory, the top management of F & S says its new and extensive procedures are of fundamental importance if it is to manage the company effectively during the unpredictable 1980s. It claims the system is already paying practical dividends, in the form of greater internal flexibility and co-ordination, as well as the parallel creation of a real consensus style of management.

Rather than just a co-ordinated form of planning for individual product lines, F & S claims to be doing real strategic planning. It is now moving one step further forward, into what has become known, thanks to Igor Assaf and other evangelists, as "strategic management". Among other things, this involves the development of a system to enable it to react quickly to various forms of weak early warning signals from the outside world; at F & S it also implies the construction of a crisis management system to cope with the worst the world can conceivably offer (short of world war, that is).

As an example of how radical changes of any sort can be introduced into the management of a complex organisation, it is particularly significant that the top executives of F & S have succeeded in winning like managers to their planning cause without the mind-numbing assistance of a corporate crisis; this was a major factor in the acceptance within Ciba-

Geigy of the top management's "Leibniz" concept (described by this column on December 5, 1979).

Not even the introduction of Anglo-Saxon management jargon has apparently troubled the line management of this very German company, whose headquarters is tucked away near the East German border in the small Franconian town of Schweinfurt.

Unlike Ciba-Geigy, F & S still produces pretty specific ten-year rolling forecasts as part of its long-term planning procedure, though only its two- to three-year operational plans are really detailed ("hard-nosed").

But this does not mean that F & S is committing either of modern planning's two cardinal sins: having plans on forecasts which are extrapolated from the past; and then compounding the error by failing to pick up signals from outside the company that suggest the forecasts are outdated and the plans therefore unreliable.

"We don't believe you can calculate ten years ahead, but you must have some idea what your current plans would mean for the bottom line," says Trux. The important thing is to get the direction right and to have contingency plans prepared and ready for use, adds his chief of planning and controls, Dr. Gerhard Goetzen.

Attitude

One reason why F & S and Ciba-Geigy differ in their attitude towards long-term forecasts is their size: with 17,000 people in 14 divisions, it is easier for F & S to organise itself to respond to changing circumstances than the 35,000-strong chemicals and drugs group.

The nature of the companies' products also plays a role: F & S may be diversifying into heat pumps and water purification equipment, for example, but it is still heavily dependent upon its motor components business. And the motor industry cycle is more settled and predictable than the ups and downs of chemicals and drugs.

This is not to say that F & S thinks its planning system is capable of improvement. Far from it, the company is extremely unusual in going on public record to point out the shortcomings, as well as the virtues, of its approach.

If the continual adjustment



Dr. Walter Trux

of plans is really to take place, rather than just remain a grand-sounding objective, a management must fulfil two basic preconditions. First, it must have a system which allows external "signals" of all sorts to be picked up quickly. Second, and far more difficult, it must reinforce the system with a style and procedure which ensures that the signals will be fed into the decision-making process with sufficient weight to have some influence on those managers whose prime concern is inevitably with operational matters: the "today" of the business, rather than the "tomorrow".

This means that the planning function must not be isolated from the operational heart of the business—as in so many past attempts at "scientific management"—but integrated with it. Moreover, this is the only way effectively to achieve the ideal type of planning system, a mixed "top-down" and "bottom-up" one, in which managers at all levels play a part.

Otherwise you have centralised plans in which no-one feels committed," says Trux. To understand how F & S seems to have avoided the all-too-common mistake of thrusting an ambitious new management system on an unwilling staff—thereby rendering the innovation ineffective—one has to go back to January, 1976, when Walter Trux left his job with IBM Europe in Paris to take over the top seat in Schweinfurt.

Trux is emphatic that F & S was in perfectly good shape when he found it. True, every one to the company was very much aware of the twin shocks to its industry of the acute car recession of 1974-75, and in particular Volkswagen's traumatic difficulties in the previous few years. Yet sales and profitability at F & S had held up well and the only reason for the retirement of Trux's predecessor had been old age.

Under his predecessor, the company had been entirely reorganised along divisional lines. The organisational changes Trux felt necessary were few and far between: a reorganisation of the divisional management along product lines, and the creation of a central planning and control department under Dr. Goetzen, who had previously been in charge of data processing and the financial control of subsidiaries.

First Trux's arrival, F & S planning practices had followed the very common pattern of the time: a series of short-term plans up to a maximum of five years, only investment and financing were planned for anything like this period ahead. The plans were largely quantitative and were not closely co-ordinated.

"Only to a very limited extent did this fulfil the requirements of a management that could no longer rely for the achievement of continued growth on adept manoeuvring in day-to-day business," says Dr. Goetzen.

Within a remarkably short time, the basis of an integrated planning system was laid, stretching through various levels of time and detail up to 15 years. It took only 12 months to introduce the first three layers:

- Operational planning (with a two-year horizon);
- Product line planning (with a ten-year horizon), with the main purpose of spotting gaps in the company's product or market strategy, and of initiating the projects necessary to fill them;
- A "project management" system, to carry those projects through to fruition. If & S is unusual in using, for its product planning and project management, both "gap analysis"

One in the eye for VDU critics

avoid "feelings of strain or tiredness." And they advise short rest periods, every hour or two, to allow for tiredness during the first one to three months of training.

The latest findings of the opticians are summarised in a report from the Association of Optical Practitioners, representing the majority of qualified testers of eyesight. Its authors, Sam Rosenthal and John Grundy, members of the association, are consultants to both unions and management on the visual effects of working with VDUs, which became a topic of considerable dispute in the late 1970s. They say they have "found no evidence to suggest that VDUs cause damage to the eyes or aggravate any deterioration in the operators' eyesight."

The authors quote studies by other British government "watchdog" bodies on health showing that radiation from VDUs "cannot cause physical injury either to the skin or the eyes of people working with them." Emission levels for VDUs available in the UK are "well below the maximum allowable levels," they say. They also assert that there is no truth in the warning that

no one over the age of 45 should work on VDUs. Neither does colour blindness prevent a person from using one.

On this point the National Radiological Protection Board—the government's watchdog on public exposure to all kinds of radiation—is currently making a national survey of VDUs for the Health and Safety Executive. In principle, VDU screens emit a wide spectrum of radiation—infrared, ultraviolet, radio waves, even X-rays—as well as visible light. But in practice the radiation levels of the potentially damaging rays are so low that researchers have great difficulty in measuring them at all.

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They warn employers that mass screening of office staff for visual defects is not an adequate substitute for a full eye examination for prospective VDU operators by an ophthalmic practitioner. In some cases of

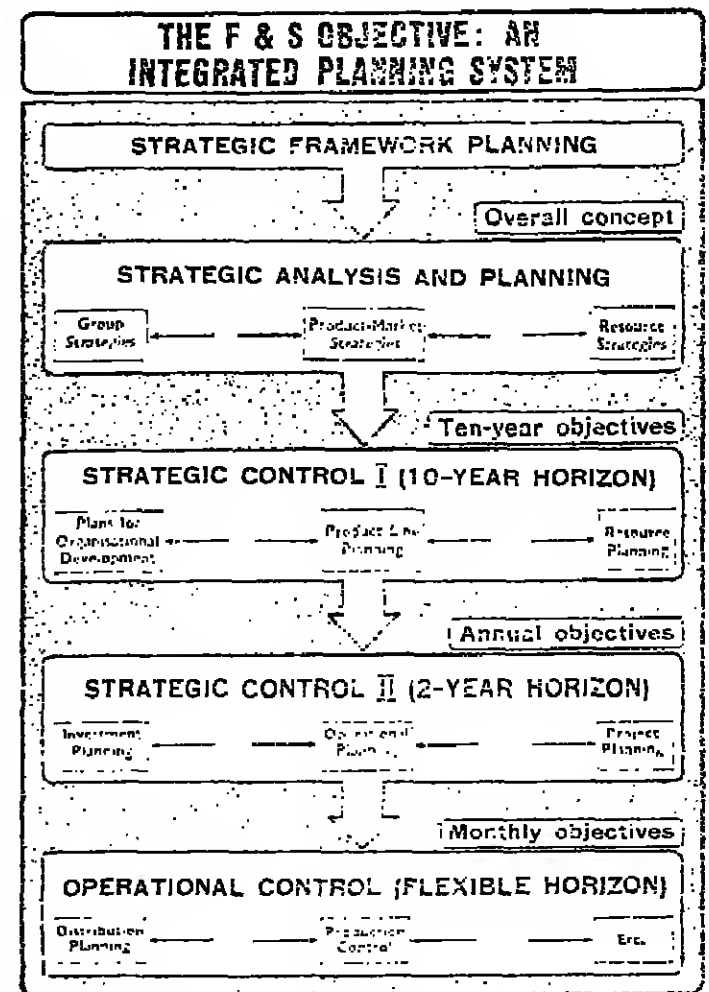
mass screening, they say, pathological conditions can be overlooked and treatment delayed "with disastrous results." They believe it is particularly important for employers to discover such conditions as cataracts before a person embarks upon work involving a VDU, to eliminate the possibility of such conditions being attributed to the work itself.

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F & S produces strategic plans for the group as a whole, as well as for its 14 product lines; by mid-1980 the process should have been extended to the new level of subsidiaries.

The process starts with a "strategic analysis" of the company's products and markets, as well as its own resources (organisational structure, personnel, equipment and finances). The analysis is aided by a series of tools, including both "gap analysis" and the product/market matrix.

Early warning signals are fed in too, as part of the "environmental analysis." The development of plans which include resource strategies is considered of great importance at F & S, unlike many other companies which conduct strategic planning.

At F & S, operational plans are reviewed every month, and product line plans every quarter (with a revision at least every two years). The strategic planning cycle is less firmly defined: it is possible for a strategic plan to be replaced after just three months in response to changing circumstances, or not for many years. The key factor is its resilience to changes both in the outside environment and in the product line plans. The board meets each year for a week-long session, to

discuss those plans which need a review, and to agree changes.

In many planning systems, even down at the operational level, deviations from plan are only observed when they have actually occurred. Hence the need for "early warning systems" of the type F & S is introducing. It is also about to extend the warning period further, and in broaden its scope, by improving the monitoring of "weak signals" from outside. This should help to detect threats or opportunities which would otherwise be missed amid the general "noise" of news and information. Sources will include the media, trade associations, official statistics and personal contacts. At present the emphasis is on sensitising senior managers to the need for collecting such signals, and on carefully pooling and assessing them. A computer-aided system is planned for the future.

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The Association of Optical Practitioners is also working on a five year investigation of the eyesight of 450 VDU operators employed at the Post Office. Their eyes will be tested at intervals by a carefully standardised procedure.

Vision and VDUs by J. W. Grundy and S. G. Rosenthal, Association of Optical Practitioners, Bridle House, 200-202 Blackfriars Road, London SE1 1NY. £1.50

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Tuesday February 5 1980

Money supply dilemmas

CONTROL of the money supply is commonly discussed by politicians as if it were purely a question of doctrine, backed by sufficient willpower; but the events of the last few days might have been designed to show that it can also pose technical problems so acute as to risk undermining the policy itself. The large inflows across the exchanges last month illustrate one side of the problem—the difficulty of achieving a good deal in a naughty world. The extraordinary gyrations of both long and short term interest rates in the last few days illustrate the other: the danger that actions designed to stabilise the economy will in the short term destabilise it.

The rise of £435m in the reserves is not, it is true, due entirely to foreign inflows; perhaps only about half of it is due to this cause. However, although the authorities have been willing to let the exchange rate rise, it is clear that in present circumstances there is a tendency for a series of "smoothing" interventions in the exchange markets to add up to a fairly consistent one-way flow.

Admitted demand

Of course, tightness in the UK money market is only one of the attractions for foreign funds. There now appears to be a significant and admitted demand from foreign central banks for enhanced sterling reserves, we like the Germans, appear to be meeting this demand, albeit reluctantly. So far as this is the cause, an increase in counterpart UK reserves of foreign currency is natural, and has no disturbing monetary implications apart from the general worries which must arise from an excessive growth of world reserves.

A second cause of inflows is speculative foreign demand for UK Government stock. This has no impact on the money supply, but does imply a potential free gift to foreign investors if and when monetary restraint achieves its objectives. It seems extraordinary that even now there seems to be no proposal to make UK stocks somewhat less attractive to foreign holders.

Finally, however, we come to the self-imposed problems which arise from the technical means of monetary control still ruling in this country, though some changes are promised for the near future. These arise from the fact that sales of long-term

Government securities (including National Savings instruments) are almost the sole means of controlling the quantity of money. Since long-term securities change sharply in capital value when the rate of interest moves up or down, such markets are by nature tidal, with sales peaking when the return on Government stock itself seems near a peak, and falling to a trickle between times. Any residual Government borrowing from the banking system adds to banking reserves, and has a potential geared-up effect on monetary growth.

Works both ways

This geared-up response works both ways, as has been demonstrated in recent days, when its own accounts are in substantial funding at a time when its own accounts are in balance or in surplus, the squeeze feeds directly through to bank reserves. This leads to turmoil in the money markets, no doubt attracting overseas funds; it also gives rise, under our present "corset" regulations, in all sorts of other strange distortions, which may well be reflected in the banking figures this week. Not the least of these is the potential for a central bank struggling simultaneously to check monetary growth and to prevent a still further rise in short-term interest rates.

These "events" suggest their own cure: a system of monetary control which does not rely so heavily on the sale of stocks in which there is a heavily speculative market, and which does not therefore need the support of a distorting "corset".

Cure themselves

These are presumably the aims of the monetary reform proposals which are shortly to be unveiled. If, among other results, they enable the authorities to mop up excess liquidity across the whole market spectrum, instead of relying so heavily on the gilt-edged market, some of the other dilemmas may tend to cure themselves. Some critics are now arguing that a "new monetary" based system of control (which is not going to be proposed) would lead to unstable interest rates.

We have now been reminded, if it were needed, that stability is hardly a merit which can be claimed for the existing system either; and when unstable rates are combined with stable control, reform is overdue.

Denmark upsets its allies

DENMARK HAS been attracting more than its usual share of attention from the international financial community and Western governments over the last two months. This is due partly to growing realisation abroad of the Government's problems in resolving the country's economic difficulties. It also stems from the irritation Denmark's defence policies have provoked among its NATO allies. The question asked is what exactly Prime Minister Anker Jørgensen is up to.

Foreign debt

The key element in Denmark's economic situation is its foreign debt. The Danes have run a current account deficit for over a decade and have so far had no trouble in financing it. By the end of last year, however, the net foreign debt was equivalent to Dkr 80bn (£25bn) or over 30 per cent of national product. Mr. Knut Heinesen, the retiring Finance Minister, warned that Denmark would have to turn to the International Monetary Fund for help within a year or two, if the situation was not corrected.

The package of economic measures introduced by the Government in December after the devaluation of the Krone was the most ambitious attempt for many years to stabilise the economy. It contained the first real attack on the inflationary indexation of wages to consumer prices. However, several of the tax increases included to win trade union support were quite inconsistent with the avowed aim of improving the competitiveness of the export industries.

The Government clearly underestimated the effect of these tax measures on business confidence. Retrenchment in public spending was also inadequate. Last month Mr. Erik Hoffmeyer, governor of the National Bank, turned to Jørgensen's Rake's Progress to illustrate his view of the direction in which the Danish economy was still moving. In a recent political address, the Danish government has twice asked NATO allies to postpone for six months the decision to introduce Cruise and

Pershing missiles to the European zone, thereby breaking the unanimity over the nuclear modernisation plan which the Americans in particular had sought. The Social Democrats then tabled a programme for "zero growth" in the defence budget, ignoring the 1977 agreement among the NATO countries to aim at a 3 per cent annual increase in defence spending. The U.S. Defence Secretary, Mr. Harold Brown, protested in a letter to the Danish Defence Minister.

Lastly the Social Democrats appeared to reverse Danish energy policy by postponing indefinitely a decision on the introduction of nuclear power. Mr. Jørgensen backtracked on this issue the weekend, claiming that the intention was only to postpone for a year or two the national referendum on nuclear power which had been expected to take place in 1981.

The impression left is that Mr. Jørgensen has become the hostage of a left-wing minority in the Social Democrat Parliamentary group.

Mr. Jørgensen has won respect both at home and abroad for his dogged efforts to govern the country sensibly with only minority support in a splintered Parliament containing 10 parties. Moreover, while the influence of the left within his party has probably been exaggerated, Mr. Jørgensen's difficulties with the trade union federation (LO) cannot be underestimated. His relationship with the LO chairman, Mr. Thomas Nielsen, is particularly abrasive. But it is not the LO which has been pushing Mr. Jørgensen to abandon nuclear energy or to hold back defence spending.

Stronger measures

Whatever the reasons, tactical or personal, inducing Mr. Jørgensen to pursue individual defence and energy policies, he must realise that Danish economic policy at least needs to be firm and consistent. At the weekend he acknowledged that stronger measures to right the economy would be needed in the spring. His next stabilisation attempt will be keenly awaited and sharply scrutinised.

THE General Electric Company's surprising intervention into the apparently calm take-over of Decca by Racal, and the high price it offered for it ("no point in messing about," said Sir Kenneth Bond, GEC's deputy managing director, yesterday) shows that GEC wants Decca quite as much as Racal does.

Why, and which of the two options would be better for the industry?

If the GEC bid were successful, most of Decca would be integrated into one of the most dynamic of the company's divisions, GEC-Marconi, which has worldwide sales of around £700m. As the accompanying panel of information suggests, it would complement much of Marconi's range rather well.

In radar, the two companies offer some overlapping systems, but Decca has tended to concentrate on the small and medium-sized marine market, while Marconi is stronger in large naval systems, and in aviation and defence markets. Both have large capabilities in microwave systems. The markets have, in recent years, been rather flat, but both companies believe they are on the upturn.

In navigational aids, both offer the Loran system (developed largely in the U.S.), and both market satellite-based navigational systems (though Marconi is stronger here). However, Decca's unique product is the land-based navigational chain, more accurate (where available) than the other techniques, and if integrated with them, capable of being made into an attractive package.

In electronic warfare, the two companies are to a considerable extent already partners, with Decca working as a subcontractor to GEC-Marconi on two large Ministry of Defence contracts in the field of jamming and passive warning receivers (which allow a pilot to know what sort of radar is monitoring his movements, and thus take evasive action).

Outside of the Marconi umbrella, Decca still has the consumer electronics division, which makes colour televisions and has recently developed a line in Prestel receivers. GEC, in partnership with the Japanese company Hitachi, is a major force in this market, but probably does not need the extra capacity the Decca plant offers—though its own Prestel/view-data range is being built up rapidly. Mr. Gulu Lalvani, chairman of Binatone, has expressed interest in the Decca plant as a manufacturer of the Microvision pocket televisions which he took over from Sinclair Radiodiscs; he is presently discussing what he might make of it with a partner, presumed to be a South Korean company. If GEC decided it did not want the plant, it thus has at least one possible purchaser for it.

Decca's music division is in the process of being taken over by Polygram, the Philips/Siemens-owned record company. GEC's bid is conditional on a successful completion of that sale, and there is no reason to



Mr. Ernest T. Harrison, Chairman of Racal Electronics: a larger halo

suppose it will not go through. The radar and defence interests of Decca would then clearly be of some value to Marconi. GEC had wanted to take over the defence, medical and research divisions of EMI, but was thwarted by the bid by Thorn for the entire company; it has clearly had expansion on its mind for some time.

Customer interest

Unlike Marconi, Racal has little capability in microwave technology, having specialised in HF and VHF technologies, with great success. It has been hampered in lacking this capacity, as more and more customers have shown an interest in total communications systems, including microwave. The acquisition of Decca would have launched Racal into this market in a major way, presenting strong competition to Marconi both at home and overseas.

That is why GEC wants Decca: should it have it? The heart of the argument, now being rehearsed in Government, is this: on the one hand, GEC strengthened by the acquisition of Decca would be more capable of playing the world role which it arguably must play if UK electronics is to make a substantial contribution to world trade. On the other, Racal's acquisition of the company would help make it a "second force" in the UK—a long public ambition of Mr. Ernest Harrison, Racal's chairman—and would provide domestic customers, crucially the Ministry of Defence, with a competitive bidder on a number of contracts. It is a difficult choice.

THE THREE COMPANIES AND THEIR MAIN PRODUCTS

GEC-MARCONI*

Marconi Radar Systems, specialising in air traffic and air defence, control systems for missiles, and large marine radar. Marconi Marine, offering communications equipment, Omega and Loran navigation systems and satellite navigation equipment. Marconi Space and Defence, which includes surface to air missiles, torpedoes, military communications, computerised fire control. Marconi Instruments, markets a range of test equipment, especially for military products.

RACAL

Racal Tacticom, specialising in tactical radio equipment, especially Clandestine programme and vehicular systems. Jaguar V secure radio system now being developed. Strategic and civil radio communication, selling various types of receivers and transmitters. Electronic warfare, including Jaguar and Sincgars systems, the Score control system and others. Racal Data Communications includes modems, network controllers, encryption equipment and multiplexers.

DECCA

Decca Radar, with a wide capability, but strongest in small and medium sized markets. Has also a small development in airborne radar. Decca Navigation, with Decca navigator chains as the prime product, based on worldwide rental business. Also offers Loran and satellite systems. Electronic warfare, specialises in naval surveillance and jamming techniques. Decca consumer electronics, makes colour television and has developed a range of Prestel receivers.

*The major interests of Decca, in defence electronics and navigational aids, would be integrated into GEC-Marconi in the event of a successful bid.



Sir Arnold Weinstein, Managing Director of GEC: "He gets what he wants"

could be overcome by referring both Racal and GEC to the Monopolies Commission.

There is precedent on this issue, too, though further back in time. In 1972, two pharmaceutical companies, Beecham and Boots, launched competing bids for a third, Glaxo. Both bids were referred to the Monopolies Commission, and both rejected. The investigators argued that the arguments for the benefits of scale were outweighed by those for the need to maintain several independent centres of innovation. It is certainly arguable that the same issues present themselves here, and that they are important enough to justify an independent inquiry.

Yet, as more than one City analyst commented, "what Sir Arnold Weinstein, GEC's managing director, wants, he will get. The reason for such determinism is not merely respect for Sir Arnold's acumen—the City has endowed Mr. Harrison with an even larger halo in recent years—but a sober appreciation of GEC's cash and industrial strengths. What Sir Arnold wants, he has the muscle to get. The relatively high bid for Decca reflects this and presents Racal with a profound dilemma, which was no doubt in part the intention. To stay in the race it must now top GEC's £22.5m price, and it must do so with some cash element to flesh out its previous all-share offer.

Such a battle will be the test both of the resolve of the two companies, and of their need for Decca. The company may be worth, say, £100m to Racal for the reasons outlined above, and it may not be worth as much to GEC. Again, if GEC does want

the company badly, it will be able to take it.

The Thorn EMI merger, and the current battle, have revived partly dormant speculation on the future of the British electronics industry. Speculation made keener by the interesting condition of Ferranti, soon to be cast loose from the protective embrace of the National Enterprise Board (it holds 51 per cent of its equity). A commonly suggested move yesterday was a successful GEC bid for Decca, followed by a profit making sale of Decca shares to Racal, it now holds around 6 per cent and a Racal bid for Ferranti. Scarcely less popular was a GEC bid for Ferranti, whether it succeeded in acquiring Decca, or not.

Ferranti, it was pointed out, is extremely attractive to bel companies. It has a developed semiconductor facility with a strong U.S. link, good, if all small overseas markets, and some 30 per cent of its sales go to the Ministry of Defence. Research and development is largely state-funded and from which the potential spin-offs are large. All it lacks, it is argued, is financial strength and both Racal and more particularly GEC could supply that.

Implied snub to Plessey

The remaining element in Plessey, which has smarted in recent weeks at the implied snub that it does not already constitute a second force in the UK electronics scene. While it is easy enough to imagine GEC, Racal or even Thorn taking an interest in parts of Plessey, the company has been the centre of rumours and abortive strategies for so many years now that it is beginning to acquire a kind of inviolability. Further, though some of its interest, especially those overseas, continue to disappoint, it has recently created a new group for electronic office equipment and revamped its semiconductor division, which it had previously attempted to sell off. It is not sitting duck: the takeover or dismemberment of Plessey would be a serious business indeed.

Yet if we are to see a restructuring in electronics, it is arguable that now is as good a time as any. The large European companies, whether backed by their governments, under their own steam or both, are growing apace: U.S. and Japanese competition in world markets grows fiercer; the rapid and price-cutting effects of micro-electronic developments demand an ever-greater concentration of capital. The pace can no longer be a leisurely one.

MEN AND MATTERS

Playing the game the EEC way

"The trouble is that the British insist on playing to rugby union rules, while everyone else is playing rugby league." That is how Lord Selous, the Midland Bank's EEC advisor, describes the failure of British industry and banking to take full advantage of the opportunities offered by membership of the EEC. Now, almost seven years after accession, the Midland is making an effort to join the league dominated for so long by the French and other more practised members of the Nine. Selous's aim is to win for UK operators a bigger share of the financial and industrial business in the EEC and its areas of influence beyond Europe.

The Midland has accordingly opened a special branch within a stone's throw of the Commission. Under the control of former Eurocrat Dermot Gleeson its function will be to help British companies work their way into the lucrative field of contracts, especially in the developing world—funded or assisted by European institutions. Gleeson has also been briefed to help UK private sector operators through the bureaucratic mazes which have to be negotiated to win grants or loans from the Commission and the European Investment Bank.

Last year, Selous told me, the French won 40 per cent of the contracts offered under the Lomé Convention between the Community and developing countries. Britain took 3 per cent.

"What has held us back is the fear the British have of the Government and the private sector being seen in the same room together," he complains. He hopes now to model his operation on the lines followed by the French, who have intimate links between government, private industry and the European institutions.



These connections often provide French contractors with early warning of work coming up. As a result they can get in quickly and make contact with prospective customers before final details are worked out. "Then, for example, when the specifications are drawn up, we discover the job needs a type of generator made only in France."

Traffic islands

The Orcadians are mulling over a scheme which would, at a stroke, solve their wrecked car problem. Not being blessed with the mainland's network of scrap merchants, motorists simply tend to abandon their old cars. A scheme now being considered for building artificial reefs from such rusting eyesores would, it is hoped, also do something to restore the much-depleted stocks of lobsters, scallops, and other sea life.

The artificial reefs are the recommendation of fish farming consultant and former Unilever manager, Dr. Ted Needham, of Aberdeen. "A sandy shore," he says, "can be regarded as virtually a desert." Lacking shelter, and at the mercy of often appalling weather, Orcadian

beaches offer little to the average lobster. Experiments on the west coast of the U.S. and in Japan suggest that a submerged Oldsmobile or Datsun is, on the other hand, just the thing, offering algae and a satisfactory habitat.

The idea is tied in with a more ambitious scheme for a fishing hatchery on the island of Stromoy, which rough calculations suggest would cost between £250,000-£500,000, and bring in perhaps £200,000 a year. The condition—as the Orkney Islands Council sees it—for spending that amount of money is that Orkney succeeds in negotiating with Brussels its own fisheries policy. Similar demands have already been made by Shetland.

Conceding that negotiations with the EEC are still at the exploratory stage, Orkney Islands development officer Alan Coghill says: "There is little or no alternative; that's our basic argument." Although the local fishermen are reported to be "sceptical" about using old cars to encourage lobsters, something will clearly have to be done if the fishing industry in the northern isles is not to die out completely.

Lobster fishermen are having a particularly thin time of it—112 tonnes were landed in 1977, declining to a mere 69.4 tonnes in 1978, despite or because of more and more sophisticated techniques for catching them.

Gongs for guns?

The South African Government, never exactly free with information—witness last weekend's news blackout on the Salem tanker mystery—keeps even closer counsel on affairs relating to arms sales and military diplomacy. All the more surprising, then, that it gives what I take to be revealing clues about these areas in its latest Official Gazette.

I wonder what services Commandant Pieter Marais, chairman of Armscor, the State-owned weapons procurement and manufacturing agency, has

rendered to merit the award of Taiwan's Order of the Cloud and Banner (with plaque)? Defence Force chief General Magnus Malan has gone one better, collecting two decorations—Orden del Merito Militar and El Grando Gran Oficial—from his admirers in Paraguay.

Inflation-free

In the name of free trade, the Japanese Government has unveiled the first list of items which it is now prepared to allow unrestricted access to its markets under the recent CATT deal. Predictably perhaps, the tally includes gold ore, slag and goldsmith's sweepings, but the eye stops at tariff item 88.01—Balloons and airships. My indefatigably curious colleague in Tokyo immediately sought the facts from the Ministry of International Trade. Balloon imports, he was told, had been banned in the past "in the interests of national security," but it was now considered safe to allow free trade "from the standpoint of actively contributing to the development of world trade."

Mystery figure

Something odd evidently happens to the laws of mathematics in Peterborough. Anxious to attract any company and, if possible, the parent, the authorities there have been deploying the slogan "Fifteen times faster." This, it is alleged, is the rate of growth in Peterborough compared with the national average—15 per cent per annum compared with around zero.

Yesterday's round of advertising had moved on to claim a "£95,000,000 confidence vote" in the Peterborough Effect. My calculator and I are still working on it, but 15 times zero still seems to come out of not very much.

Observer

Venture Capital Report

The following is a list of the projects seeking venture capital described in Venture Capital Report in the last 12 months.

Agri-Tech	25,000	Personal Hygiene Device	10,000
Computer Car Market	30,000	Jeanie Manufacture	25,000
Light Hoverscraft	120,000	Language School	8,000
Cost Accounting Service	15,000	Computer Input Device	15,000
Microcomputer System	25,000	Mobile Recording Unit	200,000
Finance	60,000	Water Removing Device	7,500
Hydro-Glider	50,000	Guiding Gun Export	15,000
Water Filter/Purifier	55,000	Electrical Distribution	800,000
Minicomputer	300,000	Leisure Computer	250,000
Goods Delivery Order	30,000	Plaster Distributor	50,000
Major Film	1.5m	Performance Car	120,000
Windmill	100,000	Bar Shutters	84,000
Car Trailer/Dinghy	12,000	Pneumatic Ventilators	12,500
Auto Operating Company	40,000	An Export Services Company	18,000
Modular Housing Kit	100,000	Computer Input Device	15,000
Film Service Company	32,000	Holiday Village	175,000
Handy Glider	12,500	Guiding Gun Export	15,000
Vehicle Refrigerator	30,000	Fashion Design Kit	15,000
Vehicle Function Monitor	40,000	Video Systems	75,000
Fashion Design Store	12,500	Medical Portable Bicycle	50,000
Parking Device	130,000	Turnstile Cassette	50,000
Cost Accounting Service	15,000	On-site Video	75,000
Commerce Company	40,000	Drum Studio	27,000
Software Management	20,000	Teaching Aid	45,000
Furniture Companies Merger	70,000	Bar Shutters	84,000
Market Study	50,000	Frozen Gourmet Food	40,000
Diamond Wirework	25,000	Tropical Fruit Production	384,000
Automatic Display Calendar	5,000	Pharmaceutical Product	40,000
Purchase of Plant Sales Co.	140,000	Thermoplastic System	30,000
Gas/Smoke Alarm	80,000	Software Systems Design	160,000
Soft Toy Factory	50,000	Space Frame	45,000
Day Equipment Company	30,000	Defence Journal	50,000
Automatic Display Calendar	5,000	Automated Park	100,000
Caterpillar Planting Boat	45,000	Quality Bicycle Refurbisher	30,000
Automated Display Calendar	5,000	Plant's Growing Device	40,000
Gourmet Coffee Retailer	35,000	Packing	15,000
Public Refractor	80,000	Over Flash	22,500
Thermoplastic System	30,000	Photographing the Titanic	430,000
International Road Haulage	35,000	Socialist Fabrication	100,000
Do-it-yourself Garage	30,000	Computer Software	15,000
Casualty Display Rack	35,000	On-site Radio Counting	125,000
L.C. Tree House	325,000	Domestic Security Equipment	25,000
New City Car	15,000	Servicing Equipment Hire	38,000
Art Export Company	20,000	87 projects in all	

Venture Capital Report is a monthly journal writing about entrepreneurs or small businesses seeking to raise equity finance. Its revenue, apart from classified advertisement revenue, comes solely from subscriptions. It charges no commissions. Of the above projects, 14 have obtained finance and several more are negotiating.

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Grocers in the superstore war

BY DAVID CHURCHILL, Consumer Affairs Correspondent

IN THE military terminology which has become an essential part of the grocery vocabulary, the price-cutting offensive last week by the Asda superstore chain, which produced a nervous City reaction and a downgrading of food retailing shares.

But the City's jitters may reflect more a collective case of shell-shock to the renewed outbreak of firing than a rational appreciation of the current state and future prospects of the grocery sector.

Although price cutting between supermarket chains during the past 12 months has not lifted the headlines in the same way as when Tesco started the price war just after the Queen's Silver Jubilee in June, 1977, there has been little easing of competition. Indeed Tesco and Sainsbury, which both emerged as victors after the first 18-month phase of the war, launched price-cutting campaigns earlier last month which are equal to anything Asda or Fine Fare are attempting.

The renewed attention to prices, however, masks the real—and more important—struggle that is already under way and which will largely determine which of the grocery multiples will be the giants at the end of the decade. This battle is for the development of massive new superstores which will not only enable the multiples further to increase their share of the market but also to achieve higher productivity—enabling them to absorb soaring costs, particularly of labour.

It is within this wider strategy that the continuing level of price competition must be viewed. No grocery multiple can afford to build superstores from a position of competitive

weakness, since the extra selling space being generated will be worthless if consumers do not believe in the price competitiveness of a particular multiple.

At the same time, no grocery multiple can now afford to initiate a new price war to match Tesco's blitzkrieg in the summer of 1977. Tesco gave up Green Shield trading stamps, lopped several percentage points off its gross profit margins, and cut food prices to a level that few consumers could afford to ignore. The cost to Tesco was between £20m and £30m—though most of the money was either "saved" by giving up trading stamps or came from smaller margins from the latest increase in volume sales as a result of new customers attracted by the price cuts. In comparison Asda's promotional price-cut announced last week only amounted to £5m.

Receptive

Conditions were different in 1977. Food price inflation was rapidly outstripping the overall inflation rate, which made consumers receptive to a price-cutting campaign on food; no supermarket multiple at that time had overwhelming dominance; and profit margins reflected the inefficiencies of many superstores, operators who preferred the easier course of pushing up prices rather than face up to the need to improve productivity.

In 1980, however, conditions are very different. Food price rises are lagging behind the overall inflation rate; Tesco and Sainsbury are firmly in the "driving seat" of directing market strategy; and profit margins have been pared to the bone.

In addition, the ability of any grocery multiple to launch an offensive as significant as

Tesco's in 1977 is hampered by the pressure of rising costs on operating margins. The major cost pressures are labour—accounting for some two-thirds of total costs—and most major multiples (with the exception of Sainsbury's, which negotiates separately) have already begun to implement pay increases averaging between 17 and 20 per cent.

Supermarkets also face much higher fuel bills this year as well as increased charges for electricity, telephones, and postage. Even more significant will be the impact of higher energy prices, affecting not only store heating and lighting but distribution as well.

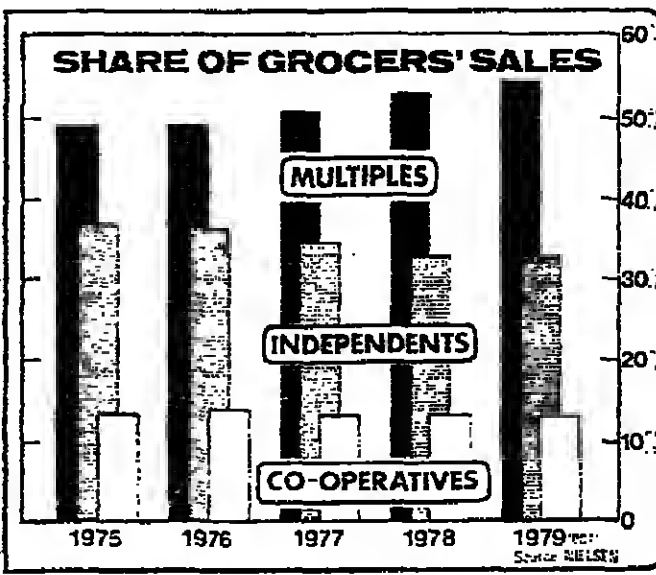
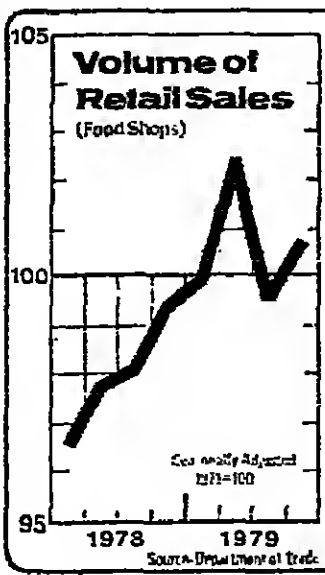
Tesco, for example, has a fleet of 230 lorries each of which averages 800 miles a week. "Every year," points out Mr. Ian MacLaurin, Tesco's managing director, "our own fleet covers some 8.5m miles which, in turn, costs more than £800,000 in fuel—and this excludes our in-store heating and ventilation bill, or the fuel costs of the goods delivered direct from suppliers."

Retailers also fear that the Chancellor may use the next Budget to amend or scrap the stock relief provisions of the past few years which have been beneficial to the trade.

On top of all these costs, the multiples have to pay the higher current interest rates to finance the new superstore programmes.

Because of these cost pressures, stockbrokers Phillips and Drew in their latest retailing review published yesterday, suggest that retail grocers' net profit margins will slip from their present 2.4 per cent to 2.2 per cent over the course of this year. This would leave food retailers with small scope to fight any new price war.

Another factor suggesting that further heavy price-cutting on top of the present intense



level of competition will not emerge is that none of the major multiples is in danger of losing its market share. A classic retailing response to a falling market share is to launch a price war in the hope that the initial increase in volume sales can be maintained at the expense of competitors.

During the past year Tesco has increased its market share, as multiplied by the AGE research company, by about 2 percentage points to stand at 14.5 per cent; Sainsbury's and Asda have both boosted their shares by about 1 percentage point each to reach 11.5 per cent and 7 per cent respectively; while the other major multiples have either slightly increased or maintained their market share at around 4 to 5 per cent.

While Tesco and Sainsbury's have emerged as clear winners—with sales volume and value and profits all substantially up—their success was achieved without inflicting any irreparable damage on their major High Street competitors.

The multiple grocers, however, have increased their market shares at the expense of the co-operative stores and, more especially, the small, independent grocers. The co-op's problems are that the movement has too many small, uneconomical stores as well as the freedom of each individual retailer to adopt its own strategy which makes national control difficult to achieve. The independent grocers, most at risk are those not affiliated to voluntary groups such as Spar or V.G., which are increasingly trying to organise themselves to withstand the multiples' challenge. Some trade estimates suggest that as many as 20 small grocers a week could have been shutting up shop for good because of the pressures of the High Street price war during the past 30 months.

Even if someone like BAT decided to "give away" some £20m to 30m to finance a major price initiative by its International Stores supermarket subsidiary (assuming BAT's share-

holders would ever allow such a move), it is doubtful if it would have the same impact as the Sainsbury or Tesco campaigns. However, gullible supermarket executives may expect the public to be there is a limit to their willingness to believe over claims made by the checker's shop around. Tesco, Sainsbury, and Asda have been able to achieve such an image. It would be difficult for another chain to supplant any of them.

All important

It is the low-price that remains all important for the major multiples and is the reason that price competition has not been allowed to ease. Both Tesco and Sainsbury want to maintain their hard won gains while Asda, which is gradually moving south from its traditional northern stronghold, wants to persuade southerners of its reputation for low prices.

An even more important

reason, however, why competition between the grocery multiples has developed into trench warfare rather than an armistice being called is because demand for food remains relatively static in real terms. Figures published yesterday by the Department of Trade show that the volume of food sold remained steady in 1979 at almost exactly the same level as in 1971.

Given this lack of volume growth in food sales, and the multiples' reluctance to launch another big price war, they have chosen to compete in superstore development: if the key to survival is to increase volume sales to compensate for low profit margins, then this can either be achieved through a price war or through a massive increase in selling space.

The battle is over which group can get the prime superstore sites and how quickly the stores can be operating. (Superstores can loosely be defined as any store with over 25,000 sq ft of selling space.) The problem is to find the right sites and to persuade local authorities to give planning permission. The rivalry for some prime sites—especially in the southeast—is believed to be intense and bitter.

Superstores, apart from dramatically increasing selling space, are also important to the operators for several other reasons.

First, they enable the grocery multiples to sell more non-food products which earn higher profit margins. The multiples are investigating almost every other retailing activity and product area in the High Street to see if it can fit in with their existing operations. Asda and Sainsbury are developing do-it-yourself centres, while Tesco has moved into such areas as holidays and is equally anxious to sell branded electrical and

television appliances. Frustration at alleged refusal to supply by major electrical manufacturers has forced Tesco to seek an official Office of Fair Trading investigation into whether or not the relevant competition legislation has been breached.

Secondly, superstores help the multiples develop their fresh foods activity which, as long as service costs are kept under control, are a profitable part of the trade. Traditionally, most supermarkets have been bad at selling fresh foods—such as meat, bread, and fruit and vegetables—because they have lacked the space to deal with them properly.

Productivity

Third, the large volume of trade through superstores will both improve productivity and help the groups to introduce laser-scanning electronic check-out systems, linked to sophisticated computerised stock control.

From the consumers' point of view, the development of superstores dovetails with the growing support for "one-stop shopping"—buying both foods and consumer durables from one store. Moreover, with more women working and far ownership increasing the advantages of a large shopping expedition once a fortnight or even less frequently become clear.

So far the Asda group has more superstores—52—than other retailers; indeed it operates superstores. The ro-roops are next in terms of superstore numbers, closely followed by the other major grocery multiples.

Last year some 35 superstores were opened—more than in any previous year—and this year about 40 are due to start operating.

Letters to the Editor

Small craft foundries

From Dr. D. Hitchens.

Sir,—The recent NEDO report on small craft foundries—their present role and future prospects raised issues that are of wider relevance to the engineering industries as a whole. The issues appear most clearly when that report is contrasted with an earlier study of much the same sample of firms I carried out in 1972. The main question, put simply, is whether success or failure depend more on the quality of engineering or more on the ability to meet delivery promises.

Against a background of an historically rapid rate of small foundry closure, a further expected decline in demand (for engineering castings) and the required number of foundries, NEDO recognises a crucial strategic importance of the sector to the economy and identifies the primary role of a small foundry as providing a quick response for an urgent or vital casting. A number of immediate pressing problems are diagnosed, viz cut-throat competition, low investment, etc. and they recommend a need for special consideration by among others, the Inland Revenue and Department of Industry to secure the future of small foundries.

The studies differ in their analyses on the weakness of small firms particularly on the importance of the quality of their outputs. NEDO found few procedures for quality control, or evidence that customers required them: service took precedence over quality. The earlier study which examined the proposition that foundry size was related to efficiency and its prospects of survival, generated a picture of ironmongery in which firms viewed the quality of castings required by customers as very important characteristic of the market place (as important as price and more important than speed of delivery); and generally the larger firms were more able to meet quality specifications than were the smaller firms. Indeed the more successful and growing foundries kept ahead by changing their methods of production in respect of newer processes and had significant quality advantages over their competitors. But provided the small firm was able to meet the required quality standard, it was under no disadvantage and would survive. Its location in competing for orders was found to be positively unimportant.

The clue to the difference in emphasis between the two surveys lies in the key role role while NEDO mistakenly attaches to the small foundry. Their evidence was that two-thirds of the smaller foundries delivered most of their output within a radius of less than 50 miles; illustrating the necessity of a close relationship and quick response to customer requirements. However closer inspection of the NEDO data shows that two-thirds of the foundries in their analysis are tied to a parent company. When these are removed, it appears that most of the output of the remaining independent foundries was delivered beyond a radius of 50 miles.

It is more appropriate to consider the supply of castings at a national level, and it can be

estimated that only about one-tenth of engineering castings are supplied by the very small independent foundry which has historically been at greatest risk of closure, but the earlier study showed that competitive forces have reduced their numbers because of a need for quality and improvement in production methods. Special measures are not justified for public support on uncertain evidence of a need for a local supply.

(Dr) D. Hitchens, National Institute of Economic and Social Research, 2 Dean Trench Street, Smith Square, SW1.

The hotel industry

From Mr. M. White

Sir,—The letters of protestation from the hotel industry simply do not stand up to comparisons elsewhere in the world.

Not long ago, the chairman of one of our largest hotel groups boasted that an investment in his company showed a better return than most other public companies over the last decade.

The fact of the matter is that hotels and the auxiliaries surrounding them are outrageously expensive compared with the salary scale in this country. For example, in America's mid-West, a large double room with bath and all facilities in an excellent hotel can be had for around £25 a night; parking one's car in a hotel car park in London for the day is twice as expensive as in Zurich. (Mr. Hearn (February 1) is quite right to say that we should encourage our tourist business, but there is no doubt in the minds of most people who come in contact with foreign visitors, that the hotels here have become greedy and indulgent. Apart from this, we are still without a strong and powerful tourist board. Tourism is the easiest industry for this country to make money from and yet it is run in such a way that we will get what we deserve in due course, unless we make a much greater effort to give both value for money and more consideration to the foreign visitor.

Michael White, 13 Duke Street, St. James's, SW1.

Living costs overseas

From the Manager, International Salary Research, Inbicon/ATC Management Consultants

Sir,—You have published letters from eminent correspondents in the hotel industry which imply that because many hotels in London are less expensive than those quoted, ergo the extracts from "Living costs overseas" (January 25) are misleading. As a member of the organisation responsible for some of the extensive research which goes into that publication each year I feel that two points should be emphasised.

In any international comparison it is essential that as far as is practicable the same standards should be applied at all locations. "Living costs overseas" compares prices in first class hotels of high international standards situated in the main shopping, entertainment or business districts of the city surveyed. In each place the

average price of three de luxe hotels is quoted and wherever possible hotels of international groups are taken as representative. If individual standards were applied, different costs would change but whether or not this would lead to any alteration in the relevant league table is questionable, especially in major western countries.

The book aims for consistency between one year and another. There is no doubt that in recent years hotel costs in London have risen more rapidly than in most other places. This, coupled with a strong pound, rather than the choice of hotels, is responsible for London's position at the head of the list.

A. J. Arthur, Knightsbridge House, 197, Knightsbridge, SW7.

Consultative weaknesses

From the Employment Officer, Islington Chamber of Commerce and Trade

Sir,—Mr. Lorne Barling's article, "London small business community tries to make its voice heard" (January 7) dealt with the efforts of the consultative group of the Greater London Chamber of Commerce and Trade to strengthen and expand the influence of small businessmen to encourage and support government policies which could and should be directed to their benefit.

The Islington Chamber of Commerce and Trade, whose membership is almost entirely small businessmen, declined an invitation to join the consultative group on the grounds that what is needed is action, not endless consultation and futile discussion which leaves issues unresolved. There are too many research projects, working parties, committees and sub-committees and discussion groups already in existence that take months, even years, to arrive at conclusions or recommendations which are often split opinions of dubious value and uncertain merit.

I say this with all respect to the good intention and honest objectives of the consultative group. Yet, as the article pointed out, after ten years of consultation, serious differences of opinion remain which effectively block concerted representation of the small business community. Our Chamber of Commerce chose instead an action course intended to help solve the ugly, growing problem of unemployment in this community which has suffered serious economic and industrial deterioration in recent years.

With the financial support of the Islington Borough Council under a partnership grant, an employment stimulation unit was established by the chamber and is operating not only to create and expand job opportunities but also to attract outside industry to set up new plants, large or small, and at the same time make every effort to retain existing industry and small business within the community. In the last three months, this effort is beginning to produce results.

The Chamber is also pushing hard in a membership campaign to restore its active membership to the thousand mark, more than double the present membership. By strengthening its influence in the community, a true representation of large,

Citizens' band radio

From Mr. D. Jarvis

Sir,—I would like to sympathise with your correspondent (January 29) who apparently has had expensive radio-controlled model aircraft damaged by the illegal use of citizen's band radio operating on 27 MHz. I cannot sympathise, however, with his universal condemnation of CB radio.

Your correspondent may not be aware that there is a very active campaign to have CB radio introduced into the UK this year and hopefully on VHF, which will not cause interference to aero models or anyone else. Ironically, opposition to CB radio by people such as your correspondent obviously helps delay the introduction of a properly regulated CB system and give rise to the frustrations which encourage the importation and use of foreign sets which raise the problems for other sections of the community.

Perhaps if aero modellers lent their support to the campaign for a legitimate CB network they would save themselves a lot of grief in the long run and we will not be faced with an "Australian situation" where so many illegal sets were in operation that Colorado authorised CB in desperation. In this context it is worth noting that potential users in the UK are currently estimated at 8m. There seems to be a case for early orderly introduction to pre-empt a possible eventual shambles, and unhappiness all round.

David A. Jarvis, 5, Carronvale Avenue, Lorbert, Strathclyde, Scotland.

Buying a loss

From the Director-General, Process Plant Association

Sir,—David Fishlock's article on prospects for biotechnology (January 25) contains a reference to the British process plant industry which is quite incorrect.

Our industry is just as interested as the chemical industry in this new technology. There was in fact a great deal of interest by members in supplying the large fermenter to ICI Billingham and there was intense competition for the business. It is well known in the industry that the order for this vessel was placed in France because of the exceptionally low price quoted and that France "thought" this business in the full knowledge that they would make a substantial loss on it. Much as our members wished to be the first to supply such exceptional equipment there was no merit in taking the business at a certain loss.

Harry Harnsby, 25, Whitehall, SW1.

Today's Events

GENERAL

UK: Mr. James Prior, Employment Secretary, is among speakers at "Communicating in the 80s" two-day conference, opening at Kensington Town Hall.

Mr. David Howell, Energy Secretary, speaks at Freight Transport Association lunch, and at Institution of Chemical Engineers dinner.

Dockers' pay talks resume. Union-management working party meets to find buyer for Mercaano factory, Liverpool.

Mrs. Sally Oppenheim, Minister for Consumer Affairs, speaks at Derby.

Mr. John Forsyth, Morgan Grenfell and Co., director, speaks on the future international role of sterling, Royal Institute of International Affairs.

Prince Charles visits British Institute of Management.

National Stamp Exhibition opens, New Horticultural Hall, Westminster until February 9.

Overseas: UN disarmament conference resumes, Geneva.

PARLIAMENTARY BUSINESS:

House of Commons: Local Government Planning and Land

(No. 2) Bill, second reading. Motions on EEC documents concerning the general energy programme, nuclear power station finances and the plutonium safety cycle.

House of Lords: Criminal Justice (Scotland) Bill committee stage.

Select Committee: Foreign Affairs. Overseas Development Sub-Committee. Witnesses: Overseas Development Administration. Room 16, 5 pm.

OFFICIAL STATISTICS

UK banks' eligible liabilities, reserve assets, reserve ratios and special deposits (mid-January). London clearing banks' monthly statement (mid-January).

COMPANY MEETINGS

Baggeridge Brick, Midland Hotel, Birmingham, 12.30. Elson and Robbins, The Post House, Epsom, Surrey, 12.30. Nott, 11, Kelsey Industries, Kelsey House, Wood Lane End, Hemel Hempstead, 11. Tomkiossons Carrels, Duke Place, Kidderminster, Worcestershire, 12.

COMPANY RESULTS

Floal dividends: Aaronson Brothers, English and New York Trust. Interim dividends: Crouch Group, Steinberg Group, Unitech.



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Lonrho will continue to grow around its long-established core of mining and agriculture

R.W. Rowland, Chief Executive

This is your Company's seventeenth operational year, and I am confident that Lonrho will continue to grow around its long-established core of mining and agriculture.

We feel that gradual expansion in the United Kingdom and the Western hemisphere is in the best long-term interest of Shareholders. This programme is now well under way, and you will see the Company progressing further from 1980 onwards, while maintaining our investment plans in Africa.

Exceptionally, profits are down this year, although the balance sheet has never been healthier. Heavy reinvestment has contributed to this and we have had trading problems in West Africa for which we have had to make provision. The SUITS Monopolies Commission hearings were an expense and restraint throughout the year, but happily with a successful outcome.

In 1979 your Company bought the Dutton-Forsaw Group, Harrison and Sons, and 50 per cent. of the Princess Hotel Group. We also acquired the remainder of the shares of Scottish and Universal Investments, which brought in a major holding in House of Fraser. You will find all these reviewed below.

You have some splendid assets, and I hope you enjoy reading about their progress last year. If you are a new Shareholder, the 19 year graphs on pages 52 and 53 will be of interest. May I call your attention to pages 30 and 31 where the Board set out the Group's general accounting policies which have been formulated by our Chief Accountant with our Auditors.

The management and employees of the Lonrho Group—world-wide—number over a hundred and forty thousand people, of whom sixty thousand work in the United Kingdom.



Harrods, Knightsbridge, London SW1.

Mining and Refining

The mining companies had a particularly good year with profits up from £9.6 million to £31 million. The main contributors have been the platinum and the gold mines, with strongly increasing prices for these metals. In the past year we produced 358,000 ounces of gold, which realised an average price of US\$261 per ounce. At the time of this review prices are still well above this level.

Output of platinum group metals is up to 124,000 ounces, and production should be still higher this year. As with gold, our costs of production remain competitive and metal prices are currently well above last year's. Research into economic technology to exploit a second reef should be completed during the year; if successful, this would enable us to expand platinum group metal production quite significantly at a reasonable capital cost. Ore reserves are extensive.

Next in importance is coal, where output increased slightly to 2.58 million tonnes of bituminous coal and 500,000 tonnes of anthracite.

Copper mining, which is not large scale, produced a useful profit. The asbestos market was dull and sales decreased to 9,700 tonnes but profit was maintained.

Our exploration programme continues, with gold, coal and platinum as the principal targets. We hold several low-grade gold properties which are viable at a price of US\$250 to 300 an ounce. Obviously with prices well above this level they become profitable. Development of certain of these deposits is already in hand and we have also acquired options over a number of other properties, both dormant and producing. Gold output would increase substantially when these mines reach production.



Mining for gold

Agriculture and Ranching

We grew and sold 330,000 tonnes of sugar and the price per tonne improved.

The new Dwangwa sugar project in Malawi started up in June, on schedule, and our participations in the Kenana scheme in the Sudan and the Savé estate in Benin continue.

The Group's tea estates processed just under ten million pounds of tea this year, most of which was sold on the London market.

Your Company continues to be a major producer of wattle extract for leather tanning. Our other agricultural activities include oil seed processing, cereals, coffee, timber and tobacco, all of which did reasonably well.

The total herd of beef cattle is still 100,000 head, after sales of 20,000 head this year.

Young schemes started this year in Africa include a large mushroom farm in Kenya, branded "Eldoret Mushrooms", and an agricultural scheme in Zambia is producing maize, wheat, soya beans, onions, tobacco and potatoes. Beef cattle and pigs are also included in the still expanding farms, the pig unit being the largest in Zambia. There is a large area fed by overhead irrigation.

Motors

World-wide, our subsidiaries consider that during 1980 sales should certainly exceed a hundred and fifty thousand vehicles.

In the United Kingdom, the Volkswagen-Audi franchise had a good year with sales of eighty-four thousand vehicles, about 5 per cent. of the market. We have a combination of first-class management, 350 well spread dealerships, and an exceptionally fine range of cars and commercial vehicles. The entire quota allocated to us was sold.

We have represented Mercedes-Benz in Zimbabwe and Zambia for very many years. We are probably Africa's largest and most widespread motor distributors holding nearly every major motor franchise in one country or another. We also sell motor cycles, tractors, trucks and earth movers.

Within SUITS, the Company now owns the profitable motor trading group, Dutton-Forsaw, which has a national spread of 89 outlets. Chief amongst these is Jack Barclay, the world's largest and most prestigious distributor of Rolls-Royce and Bentley.



Volkswagen Polo and Audi

During the year our Wankel licensee in Japan, Toyo Kogyo, has had considerable international success with the Mazda RX7, while promising research results have been achieved in the development of a diesel engine, for which patents and patent applications exist.

In the field of compressors and heat pumps the Wankel concepts have been applied with significant advantages over traditional designs and a leading manufacturer has announced definite interest in producing a range of automobile air conditioners utilising such principles.



Rolls-Royce and Bentley through Jack Barclay

Aircraft and Cargo

Tradewinds, the cargo airline operating Boeing 707's out of Gatwick Airport, has struggled through the year, held back by fuel prices and contracting demand for air freight services.

The Lonrho Group has small aircraft based across Africa to service projects. The Falcon Executive jet, which logged millions of miles, was replaced in 1974 with a longer-range

Gramman II, averaging 1,000 flying hours a year for the Company.

The Beechcraft dealership sold sixty of their tough and popular aircraft to customers in Africa.

Kendall Globe Limited, the travel and freight agents based in England, achieved its targets for the year.

Engineering, Steel and Manufacturing

Engineering in the United Kingdom has seen turbulent trading conditions in the last twelve months. The industry suffered a ten-week strike by transport drivers, a ten-week overtime ban and partial strike by the work force and severe winter weather conditions. Despite this, your engineering division achieved a small profit.

Firststeel (cold rolled strip), J. Hartley and Company (metal fabricators) and Lightfoot Refrigeration experienced quiet trading conditions.

The steel-making plant at Hadfields in Sheffield and the process engineering company, Newell Dunford, were reorganised to meet market conditions. The division should now show a good return, if demand improves. Sales of billet and bar were 205,631 tonnes.

Sheer Pride, who make office furniture and filing cabinets at Weybridge, had a good year, despite the loss of the Iranian market. The three Emerald Stainless Steel companies in Eire, Malta and Leeds, large-scale manufacturers of sink tops, also traded well. The plumbing factors, Peter J. Hopkinson, produced a good result, and the Homeworx furniture factories expanded a profitable range with new products.

In Africa, our engineering and manufacturing plants had a slack year, but the economic outlook is decidedly better for 1980. Plans for 1980/1981 in Nigeria include the production of glass fibre boats, and a factory with an output of 100,000 motor cycles annually.



The new Dwangwa Sugar Factory in Malawi

Textiles

I am glad to report that the African mills had a fair year, after the doldrums of 1977 and 1978.

At Cramlington, in the United Kingdom, Lonrho Textiles makes a prize-winning range of household polyester cotton products branded "Accord" which they are very actively promoting. The quality is such that they will, we hope, be the number two brand in the country in 1980/1981. The loss-making warp knitting and long staple spinning divisions were closed by the end of 1979. The factory is extremely modern and is one of the largest complexes in Europe. Union co-operation is excellent and, although this mill was bankrupt when we took it over, I think it may now be on the road to a lasting recovery.

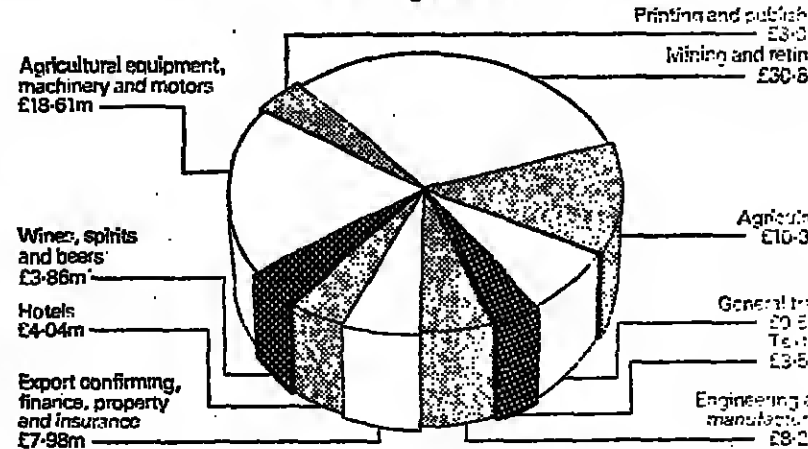
Taken as a whole, the textile division produced 120,217,183 metres of cloth.

Balance Sheet at 30 September 1979

	1979 £m	1978 £m
Funds Employed		
Share capital	52.70	47.26
Reserves	325.78	283.16
Equity interest	378.48	330.42
Minority interests	82.16	83.55
Deferred tax	6.77	4.90
	467.41	418.87
Loans	137.05	73.93
	604.46	492.80
Assets Employed		
Fixed assets	385.84	358.18
Associates	125.87	94.65
Investments	23.60	27.20
Net current assets	69.15	12.77
	604.46	492.80
Net assets per share	180p	175p

Analysis of group profit for year to 30 September 1979

(Including associates)



	1979 £1,565.45m	1978 £1,491.37m
Turnover		
Profit before tax and central finance charges	£100.70m	£102.69m
Central finance charges	£16.70m	£9.05m
Profit before tax	£84.00m	£93.64m

Printing and Publishing

The intended move by Outramps, publishers of the "Glasgow Herald" and "Evening Times", to their new premises in Albion Street, Glasgow, will now take place in July 1980.

The "Glasgow Herald" achieved increases in both circulation and advertising during the year, while Scottish & Universal Newspapers, the publishers of 33 weekly newspapers across Scotland, continued the re-equipment of their printing centres and opened two new plants during a successful year.

Holmes McDougall are now benefiting from their rationalisation programme of previous years. They continue as publishers, booksellers and printers, and experienced a healthy rise in magazine circulation to 2,497,000 a year.

With the introduction of the new "Sunday Standard" in Kenya, we now have five newspapers operating in Africa. Printing and publishing had a relatively poor year overseas.

Since the year end, SUITS has bought Harrison and Sons, the specialist security printers. Apart from their normal business as printers, almost all the United Kingdom's postage stamps and those of a hundred foreign countries are produced on the advanced machinery of this famous firm.



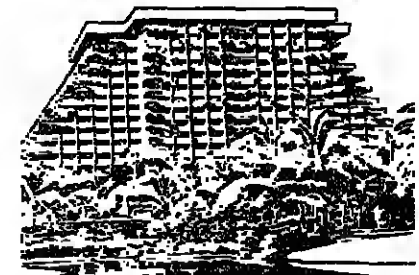
The London Metropole Hotel

Hotels

The Metropole Group in Britain had a very good year, and profits increased by 35 per cent. The luxury Metropole Hotel in Birmingham attracted 450 conferences. Where it is economically attractive, we are expanding the hotels and upgrading their facilities, and in this we are using, wherever practicable, the services of your Group's excellent building company, Fassnidge Son and Norris.

The hotels in Africa, which are all sizeable and of good quality, have had a busy year.

Just after the year end, we agreed with Mr. Daniel K. Ludwig to become an equal partner in his company, Princess Properties. The assets of that company are seven outstanding luxury hotels. The Bermuda Hamilton Princess and Southampton Princess will be known to many of the Shareholders who have visited that lovely island, and ranking among the best in the world is the Acapulco Princess, Mexico, shown on page 2.



The Acapulco Princess, Mexico

There are two hotels in the Bahamas, and an elegant city hotel in San Francisco, the Sir Francis Drake. There is now active joint management and a firm understanding to agree plans for a very fine hotel site in Mexico City, as well as to combine in future projects. The cost to your Company was US\$80 million, plus the issue of five million Lonrho shares to Mr. Ludwig.

Property

Through our wholly-owned subsidiaries, Loadon City & Westcliff and AVP Properties, we have commercial and industrial holdings in England and France, having a book value of £43 million.

Residential properties in England in the middle price range are gradually being sold.

Wines, Spirits and Beers

The major assets in this section are the six French vineyards—Château Smith-Haur-Lafitte, Château La Garde, Château Rausan-Ségla, Château de la Tour, Château de Lamouroux and Château Olivier—the wine shippers, Louis Eschenauer of Bordeaux, and the Scottish whisky distilleries, Whyte & Mackay, which come within SUITS. The vineyards have done well, as have Louis Eschenauer, where sales were up 29 per cent. Volume sales of Whyte & Mackay increased 20 per cent. to 1,151,478 gallons.

In the North of England the Ashe & Nephew retail chain had sales of £34 million, and opened forty-six new outlets, bringing the total to 230 off-licences and bottle stores.

The Group's twenty traditional beer breweries, which are operated in partnership with African Governments, continue to flourish. The beer is varied from country to country, to traditional recipes, but is generally low in alcohol content and high in protein.

We also have a Coca-Cola plant located in Zambia, which is one of the largest in Africa.



Whyte & Mackay Whisky

Export Confirming and Broking

John Holt's export confirming with West Africa had to be severely reduced, as were the activities of Lonrho Exports, to weather a difficult year of economic changes in Western Africa. However, Balfour Williamson, our international confirming house, was able to achieve good profits and to expand.

The volume of cotton broking was maintained in a static market, where sharp currency movements made it necessary to adopt a cautious policy.

Pipeline

Our oil pipeline connecting Zimbabwe with the eastern coast of Africa comes into strong focus following the lifting of sanctions in Zimbabwe. The pipeline has been closed since December 1965 when sanctions first came into force. To build such a pipeline now would cost £75 million and its potential, once the Umfolozi refinery is recommissioned, is considerable.

Our action against the oil companies, who were associated in the project, is not affected by the immunity given when sanctions were lifted in December, and we are vigorously pursuing our claims.

SUITS and The Monopolies Commission

Our bid to acquire the remaining 70 per cent. of SUITS' shares was referred to the United Kingdom Monopolies and Mergers Commission in May 1978, on the grounds that SUITS, which is a major Scottish company, would be adversely affected by the amalgamation with Lonrho. After full and costly investigations lasting ten months, which included the detailed examination of our management and financial position, the Commission gave its complete approval to the merger.

Scottish shareholders in particular will be pleased to know that SUITS retains, and will keep, its direction and distinctive Scottish character and has already expanded to employ more than 10,000 people, with a turnover well in excess of £300 million.

With the acquisition of SUITS, the Group's total stake in the House of Fraser department store chain has risen to 29.99 per cent. There are no other major shareholders. Apart from Harrods, the 110-strong chain includes Barkers, D. H. Evans, Dickens & Jones, the Army & Navy Stores, Kendal Milne, Rackhams, Chiesmans and Dingles.

Conclusion

I know you will want to join all members of the Board in expressing your appreciation of the hard work and initiative of those who work for Lonrho in the United Kingdom and overseas. I want to mention the many people who work for the Company in Zimbabwe, and whose welfare is our serious concern. We would like to thank Shareholders for their confidence in us through the year. It was particularly kind of so many of you to mail your proxies in support of the Board at our last Annual General Meeting.

Yours sincerely,
R.W. Rowland

The seventy-first Annual General Meeting of Lonrho Limited will be held at the Great Room, Grosvenor House, Park Lane, London, W.1, on Friday 14th March 1980, at 12 noon.

LONRHO

Lonrho Limited, 138 Cheapside, London EC2V 6BL

The text is taken from the Chief Executive's review contained in the 1979 Report and Accounts which will be published in mid-February. Copies will be available from The Secretary, Lonrho Limited, 138 Cheapside, London, EC2V 6BL.

Look behind our numbers and you'll see our expertise.

REPUBLIC NATIONAL BANK OF NEW YORK

CONSOLIDATED STATEMENT OF CONDITION

December 31, 1979

ASSETS

Cash and demand accounts	145,697,344
Interest bearing deposits with banks	907,737,443
Precious metals	200,938,509
Investment securities	439,171,915
Federal funds sold and securities purchased under agreements to resell	11,370,000
Loans, net of unearned income	2,145,498,412
Allowance for possible loan losses	(38,999,460)
Loans (net)	2,106,498,952
Customers' liability under acceptances	269,228,922
Bank premises and equipment	23,555,178
Accrued interest receivable	75,431,179
Other assets	231,082,626
	\$4,415,312,060

LIABILITIES

Deposits	3,300,267,885
Short term borrowings	99,845,228
Acceptances outstanding	273,996,895
Accrued interest payable	130,693,050
Due to factored clients	217,435,407
Other liabilities	88,329,008

STOCKHOLDER'S EQUITY

Common stock	100,000,000
Surplus	100,000,000
Undivided profits	104,544,586
	304,544,586
Total stockholder's equity	\$4,415,312,060

Letters of credit outstanding

The total investments in precious metals and the precious metal content of silver coins were substantially hedged by forward sales. The unhedged portion of these investments was \$24.5 million at December 31, 1979.

Our \$304,000,000 capital base is 14.2% of loans—one of the best ratios among the top 100 banks.

What does such an unusually high capital-to-loan ratio mean to an exporter? It means that our experienced, hard working people such as Richard Lazarus, Douglas Waterman, and Catherine Cronin, of our Multinational Group are ready to finance your exports.

They know their way around export financing as few bankers do. They can make or obtain decisions fast—usually within 48 hours. They quote fixed or floating rates, and work with or without government export

assistance programs. To help you save time, each quarter they publish a list of countries in which they finance exports. All of this, plus their relationships with Trade Development Bank in Geneva, Paris, London, Luxembourg, and Banco Safra in Brazil, result in an extraordinary export financing capability.

Put some of Republic's expertise to work for you. Call them in New York at (212) 930-6000 or Republic International Bank of New York in Miami at (305) 379-4000 and ask them for their quarterly country list.

Republic New York

A Safra Bank

America's 47th largest bank, and growing.

Republic National Bank of New York/Republic New York Corporation, Fifth Avenue at 40th Street, New York, N.Y. 10018
 London • Nassau • Cayman Islands • Miami • Santiago • Hong Kong • 19 offices in Manhattan, Brooklyn, Queens & Suffolk County.
 Affiliates and Representatives in: Beirut, Bogota, Buenos Aires, Caracas, Chisasso, Frankfurt/Main, Geneva, Luxembourg, Mexico City, Montevideo, Panama City, Paris, Rio de Janeiro, Sao Paulo, Tokyo
 Member Federal Reserve System/Member Federal Deposit Insurance Corporation
 A subsidiary of Trade Development Bank Holding S.A. Luxembourg

All of these securities have been sold. This announcement appears as a matter of record only.

New Issue

January, 1980

1,000,000 Shares

Loral Corporation

Common Stock

L. F. ROTHSCHILD, UNTERBERG, TOWBIN

BLYTH EASTMAN PAINE WEBBER		THE FIRST BOSTON CORPORATION	
Incorporated			
BACHE HALSEY STUART SHIELDS	BEAR, STEARNS & CO.	DILLON, READ & CO. INC.	
Incorporated			
DONALDSON, LUFKIN & JENNETTE	DREXEL BURNHAM LAMBERT	GOLDMAN, SACHS & CO.	
Securities Corporation	Incorporated		
E. F. HUTTON & COMPANY INC.	KIDDER, PEABODY & CO.	LAZARD FRERES & CO.	
	Incorporated		
LEHMAN BROTHERS KUHNS LOEB	MERRILL LYNCH WHITE WELD CAPITAL MARKETS GROUP		
Incorporated	Merrill Lynch, Pierce, Fenner & Smith Incorporated		
SALOMON BROTHERS	SHEARSON LOEB RHOADES INC.	SMITH BARNEY, HARRIS UPHAM & CO.	
		Incorporated	
WARBURG PARIBAS BECKER	WERTHEIM & CO., INC.	DEAN WITTER REYNOLDS INC.	
A. C. Becker			
CROWELL, WEEDON & CO.	FURMAN SELZ MAGER DIETZ & BIRNEY	HAMBRECHT & QUIST	
	Incorporated		
NEW COURT SECURITIES CORPORATION	ATLANTIC CAPITAL	BASLE SECURITIES CORPORATION	
	Corporation		
DAIWA SECURITIES AMERICA INC.		ROBERT FLEMING	
		Incorporated	
NEW JAPAN SECURITIES INTERNATIONAL INC.		THE NIKKO SECURITIES CO.	
		International, Inc.	
SANYO SECURITIES AMERICA INC.		ULTRAFIN INTERNATIONAL CORPORATION	

BANK JULIUS BÄR INTERNATIONAL	BANQUE NATIONALE DE PARIS	BUCKMASTER & MOORE
CHRISTIANIA BANK OG KREDITKASSE		CREDIT COMMERCIAL DE FRANCE
DEN NORSKE CREDITBANK	PICOT INTERNATIONAL	PIERSON, HELDRING & PIERSON N.V.
PRIVATBANKEN AKTIESELSKAB	SOCIETE GENERALE DE BANQUE S.A.	VEREINS-UND WESTBANK

Companies and Markets

INTNL. COMPANIES and FINANCE

ITALIAN CHEMICALS

Capital injection for Snia

By PAUL BETTS IN ROME

A MAJOR financial and structural recovery plan has been drawn up for Snia Viscosa, one of Italy's leading synthetic fibres groups in which the Milan-based Montedison chemicals conglomerate holds a majority stake.

The move, which includes a substantial L.97bn (\$120m) capital increase to be subscribed in part by a consortium of Italian banks, follows a similar L.200bn financial recovery programme for Montedison, Montedison's other main synthetic fibres and textiles subsidiary.

It comes at a time when the general recovery of Italy's troubled synthetic fibres sector is beginning to take concrete shape following rationalisation of fibres operations between the country's main state and private fibres groups.

The Snia Viscosa proposals

aim at bringing the company, with an annual turnover of more than L1,000bn, back to profits by the end of next year. The plan envisages the participation of a banking consortium led by Mediobanca, the Milan-based medium-term special credit institute, in a L.97bn capital increase. The banks are expected to subscribe directly up to L.49bn of new capital to complete its current L.280bn investment programme. Of that, L.85bn has already been invested, while L.15bn is expected to be spent by next year, with an additional L.49bn to be invested after 1981.

The programme, which is designed to improve the industrial structure of the group, particularly in the fibres sector, will be partly funded by new long-term debts for L.43.3bn.

The company also plans to lay off 1,150 workers as part of its overall recovery strategy.

are not specifically tied to its main industrial activities in fibres, chemicals and defence equipment. At the same time, it hopes to exploit more fully its natural gas fields it owns in Italy by increasing production to 240m cubic metres of gas by 1981. The overall capacity of its gas fields is put at around 2.8bn cubic metres.

Snia Viscosa further plans to complete its current L.280bn investment programme. Of that, L.85bn has already been invested, while L.15bn is expected to be spent by next year, with an additional L.49bn to be invested after 1981.

The programme, which is designed to improve the industrial structure of the group, particularly in the fibres sector, will be partly funded by new long-term debts for L.43.3bn.

The company also plans to lay off 1,150 workers as part of its overall recovery strategy.

KHD plans major U.S. sales push

By Hazel Duffy, Industrial Correspondent

AS MUCH AS 40 per cent of the sales of Deutz engines will be in the U.S. by 1985, as against the current 18 per cent, predicts Mr. Peter W. Schütz, executive vice-president of Klockner-Humboldt-Deutz (KHD), the Cologne-based engineering group.

Most of the engines will be supplied from the plant in Richmond, Virginia, which KHD bought from American Motors Corporation in December. Production is scheduled to start this summer. In addition to the assembly facilities, Deutz plans to locate a worldwide purchasing centre at Richmond. The intention is that a high percentage of the components will be purchased in the U.S., eliminating some of the cost problems that have been encountered by Deutz manufacturing in West Germany and exporting to the U.S.

Deutz currently sells 22,000 engines a year in the U.S., representing about 18 per cent of worldwide sales after deducting sales to the Iveco truck group and KHD's agricultural machinery interests. The main thrust in the U.S. sales drive will be on engines for industrial applications and specialised delivery trucks. The engines to be assembled at Richmond will be those in the 612 and 913 series, in the 40-160 hp range.

Mr. Schütz said in Cologne recently that the sale by KHD of its 20 per cent stake in Iveco (the holding company for Magirus Deutz and Fiat trucks) enables Deutz to be an independent supplier of diesel engines. The amount of cash raised by the sale has not been disclosed, but Mr. Schütz says that it will enable KHD to expand its engine activities, possibly through the acquisition of another diesel engine manufacturer.

Deutz is a major producer of air-cooled diesel engines. The engines have certain advantages over the more widely-used water-cooled engines, being lighter in weight, and claims Deutz, more durable and reliable. They also tend to be more expensive. But Deutz believes there is a fast-growing market for such engines in the U.S., where fuel price increases are prompting a growing swing to diesel motors.

In Europe, Deutz has identified the UK as the biggest market for diesel engines. The company's market share in the UK is only 4 per cent at present, but it believes that it can increase this substantially as a result of a greater marketing presence. If sales increase in line with target, Deutz will consider assembling engines in the UK.

Other recent developments undertaken by Deutz include: (a) a development study with Ford in Britain on the feasibility of the dieselisation of a car engine; a decision on the future of the study will be taken in two months; (b) a development programme with the Canadian Government-sponsored Enterprise Development Board for the production of an eight-cylinder 160 h.p. lightweight truck engine. The joint programme has cost \$50m over the past six years, and 30 prototypes have been built. A decision on whether to go into production in Canada will be made this year.

Andelsbanken, the fourth largest Danish commercial bank, reports net profits down from Dkr 115m to Dkr 108m (\$19.8m) for 1979 and pre-tax profits from Dkr 179m to Dkr 165m.

Operating profits fell from Dkr 115m to Dkr 80m, but the adjustment for security values rose from Dkr 56m to Dkr 105m. An unchanged 12 per cent dividend is planned. Despite the poor economic outlook for 1980, the bank expects more or less unchanged results this year.

Bank of Spain acts under new powers

By OUR MADRID CORRESPONDENT

BANK OF SPAIN has used special powers to intervene in the running of a small commercial bank, Banco de Asturias. It has temporarily suspended the Board.

This is the first time that the Bank of Spain has used in this way powers conferred two years ago under legislation designed to give it greater control over the banking system. Bank of Spain said that the decision did not reflect on the financial structure of the bank whose capital and reserves total Pta 1.1bn (\$16m).

Officials said that the decision was related to the role of four Board members who represented the financial group, Cafsa. The four are the ones named by the suspension; the position of the bank's president, Sr. Prudencio Fernandez y Fernandez Pello, is unaffected.

Cafsa bought 75 per cent of the bank in 1977 from the Banca Catalana group, for around Pta 4bn (\$60m). Subsequently, Bank of Spain inspectors are understood to have warned the new Board of the bank against using bank funds to cover the purchase price. Failures to observe these warnings apparently led to the present action.

Under the powers given to it in 1978, the Bank of Spain can wind up a bank's activities or intervene directly to replace Board members or to suspend a Board. When the Banco de Navarra collapsed in early 1979, the bank used these powers to change the Board and force a winding-up of the bank.

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Zanussi in Spanish appliance takeover

By Robert Graham in Madrid

ZANUSSI of Italy has taken control of the Spanish domestic appliance company, Ibelisa, by raising its stake from 50 per cent to 75 per cent. Ibelisa, a turnover of Ptas 7,700 (\$115m). The move underlines the growing tendency for Spanish companies to cede control to multinationals in order to ensure long-term viability. Control of Ibelisa has changed hands through a capital increase, with Zanussi's existing Spanish partner, the Fierro group, waiving its rights to subscribe. Ibelisa's capital has been increased from Ptas 975m to Ptas 1,950 (\$28m).

The Fierro family, which over the past two years has been divesting some of its industrial portfolio, including its share in Renault, has agreed for the moment to retain 25 per cent in Ibelisa. The move has been prompted by three main reasons connected with the company's long-term viability: the domestic market in Spain is suffering from overcapacity; export outlets are difficult to exploit because of high production costs in Spain, protection in foreign markets and latterly the high value of the peseta; and, thirdly, Spanish capital is unwilling to risk further commitment.

Ibelisa production is centred on two plants near Madrid and at Logroño in the North, with a total workforce of 2,800. The Madrid plant is essentially geared to produce washing machines, while Logroño's main line is refrigerators.

Petrofina upsurge

Net income at Petrofina rose from Bfr 6.04bn to Bfr 8.3bn (\$294m) in 1979 after Bfr 12.3bn of special dividend, of which Bfr 6.9bn arose through a switch to LIFO accounting. The slowdown in the rate of profits growth during the second half of the year was suggested in Fridolf's editions was thus misleading.

FT INTERNATIONAL BOND SERVICE

The list shows the 200 latest international bond issues for which an adequate secondary market exists. For further details of these or other bonds see the complete list of Eurobond prices published on the second Monday of each month.

Closing prices on February 4

U.S. DOLLAR STRAIGHTS	Issued	Bid	Offer	Change on day	Week	Yield
Alcoa Australia 10.89	80	85 1/2	85 1/2	-	-	12.70
Alcoa New York 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Pacific 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Europe 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Japan 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Canada 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Mexico 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Brazil 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Argentina 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Chile 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Peru 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Venezuela 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Colombia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Ecuador 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Bolivia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Paraguay 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Uruguay 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cuba 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Haiti 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Santo Domingo 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Dominican Republic 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Puerto Rico 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Virgin Islands 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cayman Islands 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Anguilla 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Antigua 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Barbados 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Belize 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Bermuda 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Bonaire 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Brunei 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cambodia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cape Verde 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Ceylon 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Congo 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Costa Rica 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cote d'Ivoire 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Cyprus 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Denmark 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Dominican Republic 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Ecuador 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Egypt 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa El Salvador 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Equatorial Guinea 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Ethiopia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Gabon 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Gambia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Ghana 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Greece 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Guatemala 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Guinea 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Guinea-Bissau 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Honduras 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Hungary 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Iceland 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa India 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Indonesia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Iran 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Iraq 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Israel 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Italy 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Jamaica 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Jordan 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Kazakhstan 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Kenya 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Korea 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Kuwait 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Kyrgyzstan 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Laos 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Lebanon 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Liberia 10.89	30	74 1/2	74 1/2	-	-	12.70
Alcoa Lithuania 10.89	30	74 1/2	74 1/2	-	-	

Italy to clarify Spanish loan policy
The Italian Ministry of Finance is expected to make clear its position on the Spanish loan policy in the near future. The ministry is currently reviewing the loan agreement with Spain, which was signed in 1977. The review is being conducted in the context of the ongoing negotiations with the International Monetary Fund (IMF) regarding the loan. The ministry is expected to announce its decision on the loan policy in the near future.

Sumitomo rights issue
Sumitomo Corporation is planning to raise capital through a rights issue. The company is currently in the process of negotiating the terms of the issue with the relevant authorities. The rights issue is expected to be completed in the near future. The company is planning to use the proceeds from the issue for various purposes, including the expansion of its operations and the improvement of its financial position.

China Engineers
China Engineers (Holdings) Ltd. is a company that provides engineering services. The company is currently in the process of expanding its operations and is seeking to attract new clients. The company is based in Hong Kong and has a long history of providing high-quality engineering services. The company is currently in the process of negotiating the terms of a new contract with a major client.

INTERNATIONAL COMPANIES and FINANCE

Japan to clarify dollar loan policy
The Japanese Ministry of Finance is expected to make clear its position on the dollar loan policy in the near future. The ministry is currently reviewing the loan agreement with the United States, which was signed in 1977. The review is being conducted in the context of the ongoing negotiations with the International Monetary Fund (IMF) regarding the loan. The ministry is expected to announce its decision on the loan policy in the near future.

Delhaize "Le Lion" has acquired through a subsidiary the business and operating assets of Alterman Foods, Inc.
The undersigned initiated this transaction and acted as financial advisor to the acquiring company.
Morgan Guaranty Trust Company of New York

J. P. Morgan (Suisse) S.A.
announces the opening of its office at 7 rue des Alpes, 1201 Geneva, providing a full range of banking services, including investment management, primarily for individual clients.
GEORGES L. DE MONTEBELLO General Manager
A wholly owned subsidiary of Morgan Guaranty Trust Company of New York

CBC lifts earnings and dividend at six months

By JAMES FORTH IN SYDNEY

THE COMMERCIAL BANKING Company of Sydney raised its earnings by 44 per cent, from A\$11.5m to A\$16.5m (US\$19.3m) in the half-year to December. The directors expect to match the first-half performance in the second-half, indicating that earnings will rise by A\$8m for the year, to A\$24.5m.

The interim dividend has been raised from 7.5 cents a share to 9 cents, suggesting an annual rate of at least 18 cents. Last year the dividend was raised from 13 cents to 16 cents, following a solid recovery in profits, from A\$7.1m to A\$25.2m. Group income in the latest half rose from A\$20.4m to A\$24.4m. The directors said that the increased profit came largely from a further improvement in the fortunes of the trading bank. A higher percentage of funds in non-interest bearing deposits, a lift in profit margins and the generally healthy state of the banking industry were factors in the improvement.

The 70 per cent owned finance company, Commercial and General Acceptance, boosted its earnings from A\$7.0m to A\$11.5m. The CBC's share was A\$1.4m. The CBC directors cautioned that increasing cost pressures would make the current half more difficult. The contraction of the money supply was likely to put upward pressure on interest rates.

Highveld Steel maintains growth

By JIM JONES IN JOHANNESBURG

HIGHVELD STEEL and Vanadium Corporation, the South African producer of steel and vanadium products, maintained its solid growth trend in the six months to end-December. Pre-tax profits rose by 74.1 per cent to R33.1m (A\$40.5m), from R19m in the same period in the previous year. Turnover was up 23.5 per cent to R155.7m (A\$190.3m), from R120.9m.

Production of all products was higher across the board, though export sales came under some pressure towards the end of the period. For the whole of 1978-79, pre-tax profits were R43.4m, on turnover of R268.4m.

The board reports that ferro-alloy export prices advanced strongly during 1979 but warns that recent declines in overseas steel production have started to affect ferro-alloy demand and prices adversely. However, the board is satisfied that domestic demand for rolled steel products will help offset losses in ferro-alloy exports, and that the group will at least maintain first-half profits in the current half.

The interim dividend has been increased by 3 cents to 9 cents. Earnings a share in the half were 29.6 cents, against 18.4 cents on earnings of 40 cents for the year to June 30, 1979. Dividends totalling 20 cents were paid.

Sharp rise in Perlis Plantation profits

By WONG SULONG IN KUALA LUMPUR

PERLIS PLANTATION, the Malaysian sugar group, has recorded a 38 per cent rise in earnings with after-tax profit reaching 19.5m ringgit (US\$3.9m) for the year ended September. It is paying a final dividend of 12.5 per cent, bringing the total dividend to 32.5 per cent for the year, compared with 27.5 per cent previously.

As in previous years, its wholly owned subsidiary, Malaysian Sugar Manufacturing, the refining plant subsidiary, contributed the bulk of the profits, although the parent company also increased earnings through a higher sugar crop, resulting from good weather.

The 40 per cent owned associate, Rasa Sayang Hotel, on Pulau Tioman, is said to be doing well, with a high occupancy rate. A new hotel, the 215-room Golden Sands, was recently completed by the group near the Rasa Sayang Hotel.

Last year, Perlis Plantations diversified further, away from sugar, by taking over Mineral Securities through a cash and share deal. Apart from being involved in real estate, and rubber growing, Mineral Securities holds 47 per cent of the highly profitable Rahman Hydraulic Tins.

EARNINGS of South Pacific Textile, one of the larger textile companies on the Kuala Lumpur exchange, for the year ended September rose sharply, to 4.15m ringgit (US\$1.9m) compared with 1.07m ringgit in 1977-78. After-tax earnings were 3.8m ringgit, compared with 1.6m.

Sales increased marginally, by 1.3m ringgit to 33m ringgit (US\$15.1m).

South Pacific is paying a dividend comprising 5 per cent tax exempted and 5 per cent less tax, compared with the previous taxable dividend of 3.5 per cent.

All remaining debenture stock in Kuala Lumpur Kepong (KLK), amounting to 3.1m shares of one ringgit each will be redeemed at par on April 25. The debentures were among 24m units issued by KLK in 1975 to finance part of the costs of developing 22,000 acres of palm oil estates in Johore state. They carry a 10.5 per cent interest rate, and were due to expire in 1981.

Funding for Westfield Property Trust

By Our Sydney Correspondent

WESTFIELD PROPERTY Trust, a recent spin-off from the Westfield property development group, plans to raise A\$14.5m (equivalent to US\$17.5m) through a rights issue of one new unit for every seven held. The issue price will be A\$1.02 a unit, compared with recent sales at A\$1.05.

The trust earned net income of A\$4.6m (US\$5.1m) in the half-year to December. The directors have announced an interim dividend of 4.8 cents, and expect a final of 9.35 cents. The property trust was formed in mid-1979 with a forecast of a 9 cents annual payout to unit-holders, but this has now been twice revised.

Westfield Ltd's reorganisation last year involved the injection of a number of properties into the trust and the formation of a holding company to manage the properties. For the first six months of 1979-80, Westfield Property Trust's gross revenue was A\$6.7m (US\$7.4m). Net assets amounted to A\$1.01 per unit.

Ampol to raise A\$30m

By Our Sydney Correspondent


AMPOL PETROLEUM is seeking to raise up to A\$30m (US\$33.2m) through an issue of convertible notes to existing shareholders. The directors said the funds would go towards future development and expansion and in provide working capital.

The notes will be offered on a one-for-one basis at an issue price of A\$1.30. The notes mature on March 31, 1990 and carry an interest rate of 11.25 per cent. They are convertible on a one-for-one basis at par on intervals up to September 30, 1989.

Toyota accepts CSR offer

SYDNEY — Toyota Motor Company has accepted the offer by CSR in respect of its 7.5 per cent stake in Thiess Holdings.

CSR offered five of its shares plus A\$5.40 for every four of Thiess's 64.5m issued shares. The acquisition takes CSR's holding in Thiess to 53.5 per cent.



The National Bank of Australasia Limited

Highlights from the Chairman's address

UNSETTLED INTERNATIONAL ENVIRONMENT
Increased political and social tensions in various parts of the world have led to large speculative increases in commodity prices and intensified inflationary pressures during the past year. This has caused instability in international currency markets and a tightening of monetary policies. It seems inevitable that the combination of higher energy prices and restrictive monetary policies will produce a general slowdown in world trade and output during the year ahead.


THE CHALLENGE FOR MONETARY POLICY
The goal must be to ensure that adequate funds are available from the banking system to sustain recent higher levels of economic growth. Policy must also respond to the changing international environment. Monetary management in recent years has made a material contribution to a stronger and more resilient economy. This in turn should better enable us to withstand the shocks caused by events overseas. However, a clear distinction must be drawn between the positive role that monetary policy can play in this context and any attempt to use it as a means of totally insulating ourselves from overseas developments. The increased differential between domestic and overseas interest rates during the past year has provided a strong inducement to utilize local sources of funds. The demands placed on the banks have been very heavy indeed, with the result that the normal seasonal upturn in liquidity has been slow to take place. In these circumstances there will be a responsibility on the authorities to ensure that the financial system is able to negotiate the winter seasonal trough in liquidity without causing any undue tightening in the market place.

A PERIOD OF OPPORTUNITY
1980 looks as a promising year for the Australian economy with the principal areas of strength likely to be business investment and exports. However, our economic performance will depend on the success achieved in containing costs and prices.

ALLOWING THE MARKET TO PLAY ITS PROPER ROLE
The Bank, in its submission to the Committee of Inquiry into the Australian Financial System, has recommended general freeing of the system and, in particular, a removal of direct controls to which banks are subject.

Melbourne, January 24, 1980
Sir Robert Law-Smith, Chairman

	1979 \$'000	1978 \$'000	% Increase
Group operating profit (after income tax)	69,498	53,533	29.8
Total Group assets	7,193,093	6,116,565	17.6
Dividend per stock unit	16.0c	15.0c	



KINGDOM OF BELGIUM

U.S. \$ 1,000,000,000

MEDIUM TERM LOAN

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BANQUE BRUXELLES LAMBERT S.A. / BANK BRUSSEL LAMBERT N.V.
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SOCIÉTÉ GÉNÉRALE DE BANQUE S.A. / GENERALE BANKMAATSCHAPPIJ N.V.

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NEDERLANDSCHE MIDDENSTANDSBANK N.V.
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THE ROYAL BANK OF CANADA (LONDON) LIMITED
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SOCIÉTÉ GÉNÉRALE / SOGENAL
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WESTDEUTSCHE LANDESBANK GIROZENTRALE

AGENT
KREDIETBANK N.V.

Financial Times Tuesday February 5 1980
STOCK EXCHANGE BUSINESS LAST MONTH

Turnover nears 1977 record despite industrial unrest

By Nigel Spall

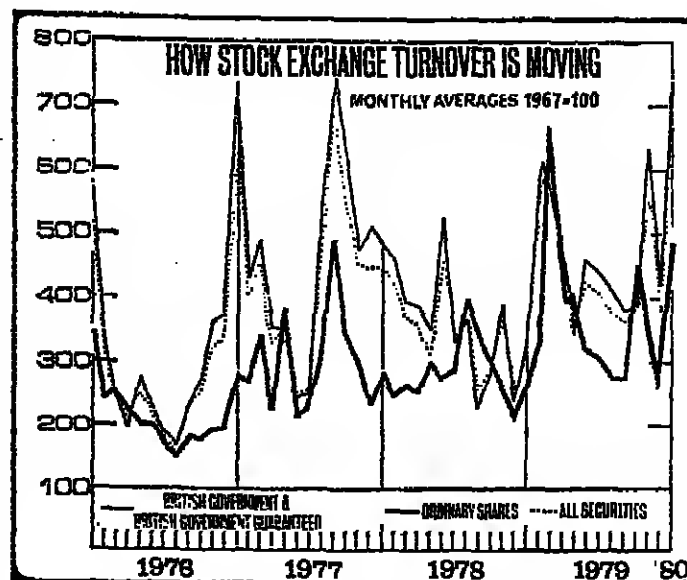
STOCK EXCHANGE turnover in January came close to the all-time record reached in September, 1977.

Despite the prevailing labour unrest and growing international tension, overall turnover jumped by £9.2bn, or nearly 75 per cent, on the month to £21.8bn—its highest since the record £22.4bn 28 months earlier. The FT turnover index for All Securities in January came to 860.3 compared with December's 378.5 and the 1978 monthly average of 431.5.

January turnover in Gilt-edged rose by £7.4bn to £17.5bn. Trade in short-dated stocks contributed £8.9bn, over 136 per cent up on December's £3.5bn. Trade in other Government securities rose by nearly 37 per cent to £8.5bn.

The average value per bargain in the shorts increased to £229,040 last month compared with December's £159,740, and the total number of bargains in Gilt-edged rose by 35,130 to 106,673. The FT Turnover index for Government Securities mirrored the increased business by jumping to 739.5 compared with the 1979 average of 454.8. The Financial Times Government Securities index improved from an end-December level of 65.10 to end the month at 67.27—a rise of over 3 per cent.

Equities displayed marked resilience in the prospect of a lengthy steel strike, while international events stimulated



spectacular gyrations in the price of gold bullion.

A record level of \$935 an ounce for bullion was reached on January 18, but the biggest one-day fall, \$135, was recorded on January 22. The London gold price ended the month a net \$123.5 higher at \$850 and the Financial Times Gold Mines index jumped 61.1 over the same period to 129.8.

Business in equities last month rose by £1.25bn to £2.74bn. The number of bargains in equities rose by 170,564 to 393,618 with the average

value per bargain of £6,056 slightly higher than December's.

The FT Turnover index for Ordinary shares on the month rose to 488.7 compared with December's 265.8 and the 1979 monthly average of 358.5.

Equity share prices made good progress with sentiment helped by the strength in British Funds and, from an end-December level of 414.2, the Financial Times Industrial Ordinary share index closed the month a net 39.1 points higher at 453.3.

CONTRACTS £3.5m plant design work

PETROCARBON DEVELOPMENTS has been awarded contracts to provide design services for the ICI pharmaceuticals division at the Avon Works, Severnside. The projects, valued at £3.5m, involve the engineering design of batch process plant based on existing ICI process technology. The new facilities will be part of an existing much larger complex making medicines. Petrocarbon Developments, based in Manchester, is part of the Burnham Engineering group.

Spring Grove Securities, industrial work wear and cabinet rental, Henley-on-Thames, has ordered 16 SPERRY UNIVAC VT 600 minicomputer systems worth £413,000. The systems will replace an ICL 1903 used on a service bureau basis.

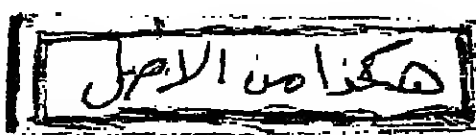
POLYMARK INTERNATIONAL has won a contract, worth over £300,000, for machinery to re-equip the laundry of the Savoy Hotel.

SIGMUND PULSOMETER PUMPS, a member of the SPP Group (a Booker McConnell company) is to supply another pump for fire protection duties at the Sutton Voe oil terminal in the Shetland Isles. The order, valued at more than £130,000, has been placed by Foster Wheeler on behalf of BP Petroleum Development.

Three orders for vibratory compaction equipment have been won by STOTHERT AND PITT from British plant hire companies. The orders from Eddison Plant, Isis Plant and Vibradon are collectively worth over £150,000. Three hundred machines have been specified and the orders include single roll and tandem models, pedestrian and ride-on duplex, as well as the larger towed trailer type.

PETROCARBON DEVELOPMENTS has won a contract worth over £270,000 to supply a cryogenic nitrogen plant to the Alexandria Petroleum Company at Alexandria, Egypt. The PX12 plant will produce high purity nitrogen at an output of 320 cubic metres per hour, some of which will be available in liquid form for storage. The nitrogen will be used to create inert atmospheres and for purging.

GEK TELECOMMUNICATIONS has received a contract worth more than £1m for the fourth stage of the communications network it is supplying in the Department of Transport to improve traffic control facilities on the motorways. The system will provide high-quality bi-directional transmission circuits for the co-ordinated control of motorway signals, telephones and other devices by remote computer. The 437 km (271 miles) fourth stage of the 2x12-circuit carrier network will be installed on the M5 between Birmingham and Bristol and on the M4 between London and Bristol.



All of these Bonds having been sold, this announcement appears as a matter of record only.

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(\$6.66 par value per share)

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Drexel Burnham Lambert

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L. F. Rothschild, Unterberg, Towbin

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Ultrafin International Corporation

Isn't it time your company got its expenses together?

DATE 29 / 9 / 1979

AMERICAN EXPRESS

REFERENCE NUMBER	LISTING OF CHARGES AND CREDITS	PREVIOUS BALANCE
0674227	PAYMENT RECEIVED - THANKYOU	372.24
0616074	BRITISH AIRWAYS	94.50
0770064	NOVA PARK HOTEL ZURICH	
0800334	250.58 SWISS FRANCS BILLED AS HERTZ RENT A CAR AG	73.43
0790064	118.60 SWISS FRANCS BILLED AS STROGANOFF REST. ZURICH	34.75
0784035	182.87 SWISS FRANCS BILLED AS HUNSTRETE HOUSE HOTEL	53.59
		27.10
PREVIOUS BALANCE	372.24	
NEW CHARGES	283.37	
NEW CREDITS	372.24	
NEW BALANCE	283.37	

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But it's his company who benefited most of all. Because throughout the trip he looked and acted like a professional businessman.

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A summary statement provided the accounts department with a clear overall view of all the previous month's expenses. Which they settled with a single cheque.

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Fairness in international banking controls: a proposal

BY JACK TOTEN

THE SEARCH for a method of prudential control of the international bank lending market has led down numerous paths and a set of required capital-to-asset ratios for commercial banks is one of the main suggestions. It could take the form of an international protocol, possibly under an existing umbrella organisation such as the OECD, setting out minimum capital/asset ratios for commercial banks operating beyond national borders.

But what is capital? Should unsecured debentures or contingency reserves be regarded as a part of capital? What should be the attitude towards investments in fixed assets? Should inflation-induced increases of the value of real estate be added to capital? Or should all or some part of the funds tied up in fixed assets be deducted from capital in calculating standard ratios?

Bank regulators all over the world have been wrestling with problems such as these for many years as they develop and refine their own prudential regulations and, in fact, differing views on most questions can be found. Nevertheless, some agreement must presumably be reached at an international level in order to achieve a measure of equality in the treatment of banks between jurisdictions if the mooted control process is to achieve its purpose.

Obviously, if the market does not view strong capital asset ratios as important, perhaps

because of state ownership, banks in an "easy" jurisdiction could continue to expand unchecked and the objective of control of risk in the Euro-Currency markets would be vitiated. In contrast with most other industries, the amounts tied up in fixed assets in the banking business are relatively small when compared with total assets. It is a major role of capital in a bank to provide a buffer against possible loss by depositors.

Solvency

Losses arise in banking for many reasons: loans can prove uncollectible, securities may go into default or bank operating expenses may exceed income. For whatever reason, losses, when they occur, are a charge against the year's profits and, if profits prove insufficient, against capital funds—in the form of either contingency reserves or shareholders' funds. The liquidity position of individual banks is tied very closely to the capital position. In the 1930s, the failure of many U.S. banks was attributed to the frozen nature of their assets rather than to a lack of capital.

The concept of solvency can be considered under three circumstances with a slightly different role for capital under each of the three. In the first place, a bank should have

sufficient liquidity, sufficient capital and an adequate earnings record to sustain the bank as a going concern. Second, the bank must be able to fend off a sizeable loss peculiar to that bank. Third, the challenge would be a generalised financial panic. In the case of a financial panic, only central banks could provide sufficient support. That support would be most likely to arise from the need to provide liquidity rather than to provide for losses in the usual sense.

It seems fair to conclude that bank capital funds must be sufficient to assure both the public and the supervisory authorities that the bank is in a position to withstand whatever strains may be placed upon it, apart from a situation of "financial panic" where the burden falls on central banks.

From a prudential point of view, it is widely agreed that there is no objective standard for the level of bank capital. Banks with apparently adequate capital (as defined by the formula used by U.S. authorities for instance) have failed. The essential measure of bank soundness depends on such things as the quality of assets, the quality of earnings, the age and size of the bank, the experience of management and the liquidity of assets. In addition, the nature of a bank's liabilities may affect the assessment of the amount of capital

required. Has the bank a large and well spread deposit base, or does it depend to a major extent on money market deposits? Knowledge of all these factors should be available to the prudential authorities and enable them to reach sound conclusions without following a rigid ratio system. Nevertheless, a required minimum capital ratio is the rule in many countries. As a result,

extension of this method of control over bank size as a solution to controlling expansion of the Euro-Currency market there could be a protracted series of negotiations. What would be the required ratio? How should capital be defined? Would capital have to be allocated by individual banks with some portion designated for domestic operations and some for foreign operations?

tentions issue. In my view, there should be no division. One would not wish there to be any doubt that a bank's entire capital funds could be called upon if needed in a domestic or in foreign operations. Thus, if circumstances warranted some restriction on a bank's operations, it would rest with bank management (or national Government) to decide on priorities between foreign and

view, they should not be considered as capital for control purposes, although if subordinated to deposits, they do represent additional protection for depositors.

Under a hypothetical system of international control national governments would monitor the global activities of banks in their jurisdiction and the international agreement would be concerned only with a definition of capital and the ratio that must be kept with another balance sheet item as defined.

Suppose, for example, capital were considered to be shareholders' funds (preferred and common) plus contingency reserves less the value of fixed investments. The agreed ratio might be set at, say, 24 per cent of total assets less the value of fixed investments and less any contingent liabilities included in total balance sheet figures. It would be the responsibility of each regulatory authority to ensure that banks with head offices in its jurisdiction refrained from expanding their consolidated assets beyond this limit.

Whatever objections one may raise to such a system from the point of view of additional unwarranted regulation, it would, in fact, place some control on the expansion of commercial banks if the ratio were high enough. It would also emphasise the importance of profitable operations. Management might find that the

restrictions on their ability to expand because of low profit in relation to capital would cause more attention to be paid to margins. And the resulting somewhat reduced competition might enable such increased margins to be achieved.

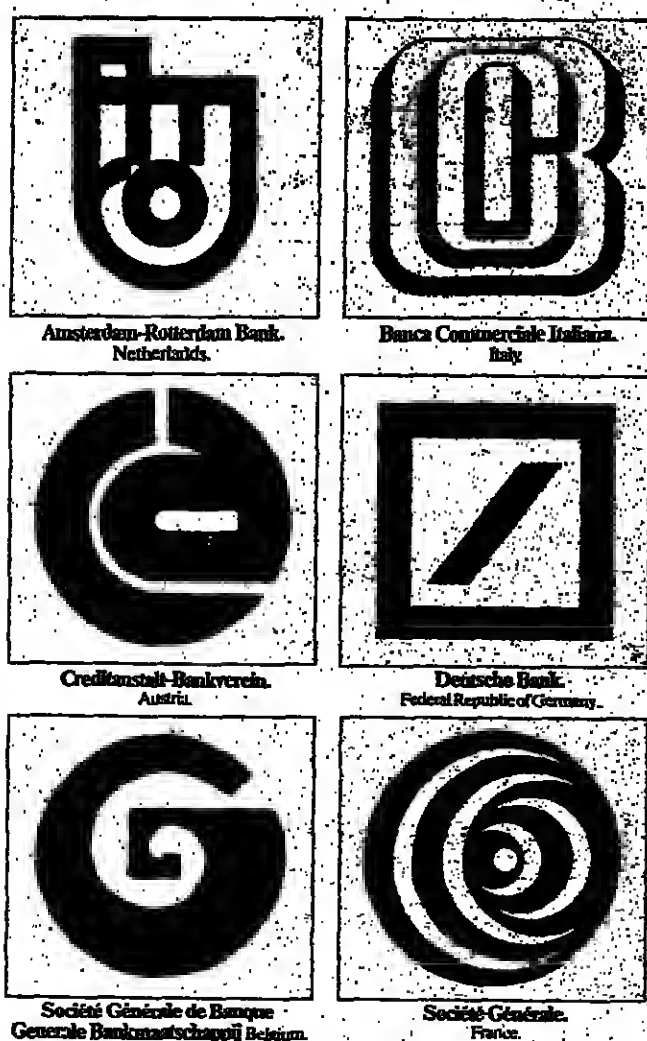
Protocol

There would be another side effect of such a system. An international protocol on minimum capital ratios for commercial banks would ensure that Government-owned banks as well as privately-owned banks in all major countries had reasonable levels of capital. For privately-owned banks it is essential that return on capital be sufficient to ensure continued shareholder support. Allowing banks to operate with a very low level of capital is equivalent in the unfair competition that occurs in international trade when export subsidies or state corporations operate at substantial losses.

This raises the question of whether, apart altogether from the desire to control expansion in Euro-Currency markets, there is a need for the banking industry to be brought under an international protocol on capital/asset ratios to control unfair competition, just as GATT and other international agreements govern the movement of goods between nations.

* The author is a vice-president of the Bank of Montreal.

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(now American Cyanamid Company)

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NOTICE IS HEREBY GIVEN that, pursuant to the provisions of the Indenture dated as of September 1, 1965, as supplemented, providing for the above Debentures, \$1,155,000 aggregate principal amount of said Debentures have been selected by lot for redemption on March 1, 1979, through operation of the Sinking Fund, at the redemption price of 100% of the principal amount thereof, together with accrued interest to said date. The serial numbers of the Debentures selected for redemption are as follows:

DEBENTURES OF \$1,000 EACH

36-48	1220	2488	3253	4805	5803	6711	7471	8482	10635	11219	12069	14088	15085	16129	17447	19045
53	1234	2489	3256	4810	5811	6712	7472	8483	10636	11220	12070	14089	15086	16130	17448	19046
87	1248	2490	3257	4811	5812	6713	7473	8484	10637	11221	12071	14090	15087	16131	17449	19047
101	1248	2490	3257	4811	5812	6713	7473	8484	10637	11221	12071	14090	15087	16131	17449	19047
106	1253	2495	3262	4816	5817	6718	7478	8489	10642	11226	12076	14094	15090	16136	17454	19052
115	1256	2498	3265	4819	5820	6721	7481	8492	10645	11229	12079	14097	15093	16139	17457	19055
119	1258	2500	3267	4821	5822	6723	7483	8494	10647	11231	12081	14099	15095	16141	17459	19057
134	1266	2508	3275	4829	5830	6731	7491	8502	10655	11239	12089	14107	15103	16149	17467	19065
139	1269	2511	3278	4832	5833	6734	7494	8505	10658	11242	12092	14110	15106	16152	17470	19068
148	1272	2514	3281	4835	5836	6737	7497	8508	10661	11245	12095	14113	15109	16155	17473	19071
170	1289	2531	3298	4852	5853	6754	7514	8525	10678	11262	12112	14130	15126	16172	17490	19088
171	1290	2532	3299	4853	5854	6755	7515	8526	10679	11263	12113	14131	15127	16173	17491	19089
175	1294	2536	3303	4857	5858	6759	7519	8530	10683	11267	12117	14135	15131	16177	17495	19093
181	1298	2540	3307	4861	5862	6763	7523	8534	10687	11271	12121	14139	15135	16181	17499	19097
190	1304	2546	3313	4867	5868	6769	7529	8540	10693	11277	12127	14145	15141	16187	17505	19103
215	1330	2572	3339	4893	5894	6795	7555	8566	10719	11303	12153	14171	15167	16213	17531	19129
226	1342	2584	3351	4905	5906	6807	7567	8578	10731	11315	12165	14183	15179	16225	17543	19141
238	1354	2596	3363	4917	5918	6819	7579	8590	10743	11327	12177	14195	15191	16237	17555	19153
243	1359	2601	3368	4922	5923	6824	7584	8595	10748	11332	12182	14200	15196	16242	17560	19158
251	1367	2609	3376	4930	5931	6832	7592	8603	10756	11340	12190	14208	15204	16250	17568	19166
258	1374	2616	3383	4937	5938	6839	7599	8610	10763	11347	12197	14215	15211	16257	17575	19173
263	1379	2621	3388	4942	5943	6844	7604	8615	10768	11352	12202	14220	15216	16262	17580	19178
271	1387	2629	3396	4950	5951	6852	7612	8623	10776	11360	12210	14228	15224	16270	17588	19186
283	1399	2641	3408	4962	5963	6864	7624	8635	10788	11372	12222	14240	15236	16282	17600	19198
301	1417	2659	3426	4980	5981	6882	7642	8653	10806	11390	12240	14258	15254	16300	17618	19216
327	1453	2695	3462	5016	6017	6918	7678	8689	10842	11426	12276	14294	15290	16336	17654	19252
329	1455	2697	3464	5018	6019	6920	7680	8691	10844	11428	12278	14296	15292	16338	17656	19254
371	1493	2735	3502	5056	6057	6958	7718	8729	10882	11466	12316	14334	15330	16376	17694	19292
389	1509	2751	3518	5072	6073	6974	7734	8745	10898	11482	12332	14350	15346	16392	17710	19308
398	1518	2760	3527	5081	6082	6983	7743	8754	10907	11491	12341	14359	15355	16401	17719	19317
406	1526	2768	3535	5089	6090	6991	7751	8762	10915	11499	12349	14367	15363	16409	17727	19325
409	1529	2771	3538	5092	6093	6994	7754	8765	10918	11502	12352	14370	15366	16412	17730	19328
417	1537	2779	3546	5100	6101	7002	7762	8773	10926	11510	12360	14378	15374	16420	17738	19336
440	1562	2804	3571	5125	6126	7027	7787	8808	10951	11535	12385	14403	15399	16445	17763	19361
441	1563	2805	3572	5126	6127	7028	7788	8809	10952	11536	12386	14404	15400	16446	17764	19362
448	1570	2812	3579	5133	6134	7035	7795	8816	10959	11543	12393	14411	15407	16453	17771	19369
452	1574	2816	3583	5137	6138	7039	7799	8820	10963	11547	12397	14415	15411	16457	17775	19373
458	1580	2822	3589	5143	6144	7045	7805	8826	10969	11553	12403	14421	15417	16463	17781	19379
461	1583	2825	3592	5146	6147	7048	7808	8829	10972	11556	12406	14424	15420	16466	17784	19382
468	1590	2832	3600	5154	6155	7056	7816	8837	10980	11564	12414	14432	15428	16474	17792	19390
469	1591	2833	3601	5155	6156	7057	7817	8838	10981	11565	12415	14433	15429	16475	17793	19391
470	1592	2834	3602	5156	6157	7058	7818	8839	10982	11566	12416	14434	15430	16476	17794	19392
471	1593	2835	3603	5157	6158	7059	7819	8840	10983	11567	12417	14435	15431	16477	17795	19393
472	1594	2836	3604	5158	6159	7060	7820	8841	10984	11568	12418	14436	15432	16478	17796	19394
473	1595	2837	3605	5159	6160	7061	7821	8842	10985	11569	12419	14437	15433	16479	17797	19395
474	1596	2838	3606	5160	6161	7062	7822	8843	10986	11570	12420	14438	15434	16480	17798	19396
475	1597	2839	3607	5161	6162	7063	7823	8844	10987	11571	12421	14439	15435	16481	17799	19397
476	1598	2840	3608	5162	6163	7064	7824	8845	10988	11572	12422	14440	15436	16482	17800	19398
477	1599	2841	3609	5163	6164	7065	7825	8846	10989	11573	12423	14441	15437	16483	17801	19399
478	1600	2842	3610	5164	6165	7066	7826	8847	10990	11574	12424	14442	15438	16484	17802	19400

مكتبة الامم المتحدة

Management Ltd

[illegible]

Balfour Beatty for Construction

BRITISH FUNDS

"Shorts" (Lives up to Five Years)

1979-80	High	Low	Stock	Price	% Chg	Yld
100%	100.00	99.99	100.00	100.00	0.00	10.00
90%	90.00	89.99	90.00	90.00	0.00	9.00
80%	80.00	79.99	80.00	80.00	0.00	8.00
70%	70.00	69.99	70.00	70.00	0.00	7.00
60%	60.00	59.99	60.00	60.00	0.00	6.00
50%	50.00	49.99	50.00	50.00	0.00	5.00
40%	40.00	39.99	40.00	40.00	0.00	4.00
30%	30.00	29.99	30.00	30.00	0.00	3.00
20%	20.00	19.99	20.00	20.00	0.00	2.00
10%	10.00	9.99	10.00	10.00	0.00	1.00
0%	0.00	-0.01	0.00	0.00	0.00	0.00

Over Fifteen Years

1979-80	High	Low	Stock	Price	% Chg	Yld
100%	100.00	99.99	100.00	100.00	0.00	10.00
90%	90.00	89.99	90.00	90.00	0.00	9.00
80%	80.00	79.99	80.00	80.00	0.00	8.00
70%	70.00	69.99	70.00	70.00	0.00	7.00
60%	60.00	59.99	60.00	60.00	0.00	6.00
50%	50.00	49.99	50.00	50.00	0.00	5.00
40%	40.00	39.99	40.00	40.00	0.00	4.00
30%	30.00	29.99	30.00	30.00	0.00	3.00
20%	20.00	19.99	20.00	20.00	0.00	2.00
10%	10.00	9.99	10.00	10.00	0.00	1.00
0%	0.00	-0.01	0.00	0.00	0.00	0.00

Undated

COMMONWEALTH & AFRICAN LOANS

1979-80	High	Low	Stock	Price	% Chg	Yld
100%	100.00	99.99	100.00	100.00	0.00	10.00
90%	90.00	89.99	90.00	90.00	0.00	9.00
80%	80.00	79.99	80.00	80.00	0.00	8.00
70%	70.00	69.99	70.00	70.00	0.00	7.00
60%	60.00	59.99	60.00	60.00	0.00	6.00
50%	50.00	49.99	50.00	50.00	0.00	5.00
40%	40.00	39.99	40.00	40.00	0.00	4.00
30%	30.00	29.99	30.00	30.00	0.00	3.00
20%	20.00	19.99	20.00	20.00	0.00	2.00
10%	10.00	9.99	10.00	10.00	0.00	1.00
0%	0.00	-0.01	0.00	0.00	0.00	0.00

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Barclay Square 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907

8	Nat. West Bank	32	Bill Pea
21	P & O Bld.	9	Burrah
51	Plessey	10	Charter
			VCA

Eagle Star	16	Bank Ethical	40	Premier	270
F.N.F.C.	15	B.I.M.	40	Prudential	268
Acc. Accident	21	Rank One	18	Trust	268
Glaxo	19	Reel Invest.	17	Trustcorp	268
Gen. Electric	46	Reel Invest.	50	Ultramar	34
Glaxo	19	Reel Invest.	50	Ultramar	34
Grant Mkt.	12	Tesco	7		
G.U.S. A.	16	Telford	7		
Guinness	23	Trial Houses	36		
G.I.R.	22	Trust Invest.	34		
G.I.R.	16	Udell	40		
Hammer Sd.	12	U.O.T.	4		
House of Fraser	12				

A selection of Options traded is shown in the London Stock Exchange Report page

